



Buggy brilliant
Ultimate Dub fun



EMPI GTV Beetle
It's the real thing...

VOLKSWAGEN WORLD



EXCLUSIVE:
BARNDORF HOLY GRAIL
THIS RESTORED '51 IS THE EARLIEST
15-WINDOW IN EXISTENCE

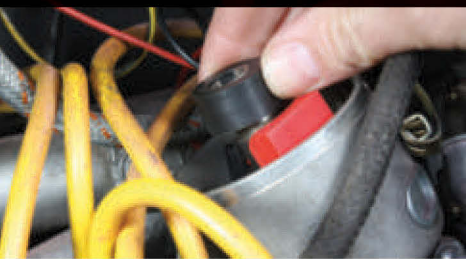
LOWLIGHT GHIA

PAINT OR PATINA?

TWO WAYS TO SKIN A
COUPÉ, WHICH WOULD
YOU CHOOSE?



HOW TO:
FIT ELECTRONIC IGNITION



PLUS

1950 SPLIT BUG

'Shell blasting and chassis repairs

SINK OR SCHWIMM

VW's aquatic gem profiled

HANOVER FACTORY AT 60

Its six-decade history revealed



£4.20 OCTOBER 2016



9 770954 010259

10

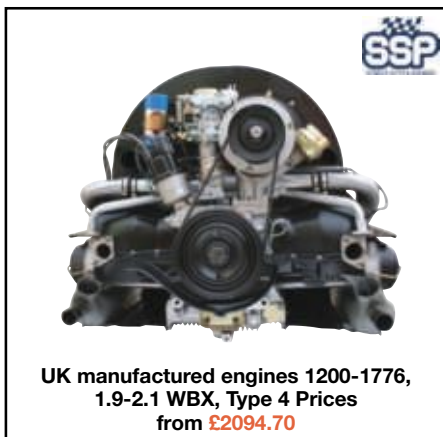
Front windscreen seal.
Fit the best first time
German quality £33.60

Front panel, up to screen.
£164.80



DAY OUT OR

OVER 19,000 PARTS AVAILABLE



FREE
UK DELIVERY
ON ALL* WEB
ORDERS
OVER £35



01273 444 047
VWHERITAGE.COM





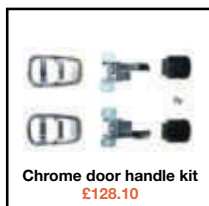
Pop top seal kit.
Refresh your roof rubbers
for camping season!
£49.90

Best quality door mirrors,
made by Wolsberg West.
£28.30

Volksworld cover car April 2015.
Bus built using VW Heritage parts.
by Mark Prosser at Auto Techniks, UK

NIGHT AWAY

E, WHATEVER YOUR PROJECT



*See website for details.



vwheritage

Run by enthusiasts for enthusiasts.



“CLASSIC AND MODERN CAMPER VAN INSURANCE EVERYONE’S A HAPPY CAMPER WITH US!”

The All Inclusive Carole Nash Difference

- ✓ Cover for Modern & Classic Camper Vans
- ✓ Most modifications covered
- ✓ Cover up to £40k if ungaraged*
- ✓ Up to 15k mileage limit*
- ✓ UK & EU breakdown worth over £100 - includes Homestart
- ✓ Up to £100,000 Legal Expenses Cover if you're in an accident that's not your fault
- ✓ European Cover up to 90 days

For Classic Camper Vans

- ✓ Agreed Value*
- ✓ Salvage Retention Rights*



YOU COULD ALSO
SAVE 41%
WITH A MULTI-CLASSIC CAR POLICY*

Alicia Insurance Specialist

We share your passion for camper vans, call now for our best cover

0800 093 2941

cherished.carolenash.com



CAROLE NASH
The care it deserves

96% of customers would
recommend Carole Nash
reevoo® Based on reviews from July 2015 - December 2015

Camper Van | Classic | Military | Specialist | Performance

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm.

*Terms and conditions apply, call for details. †Based on an average customer saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male driving a 1965 MG B; a 1973 MG B and a 1972 MG Midget. Savings accurate as of 1.7.2016. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference number 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales No 2600841.

44



36



28



19



52



60



PRACTICAL
VOLKSWORLD

66



86



Never miss out on an issue, subscribe today on page 90

THIS MONTH

6 Air we go

You'll find this electrifying

8 News

Bombs in Wolfsburg...

14 Products

Model behaviour

16 Readers' rides

Why aren't you in here?

98 Under the Gunn

Fancy a Schwimm?

FEATURE CARS

19 Twin Lowlights

Which do you prefer?

28 GTV Beetle

It's the real thing

36 Buggy

You know you want to

44 Split Screen Bus

The only 15-window Barndoor on the road

HISTORICAL

52 Hanover at 60

The VW Bus factory's six-decade legacy

SHOW REPORT

60 Camper&Bus Show

We report on this year's proceedings

PRACTICAL VOLKSWORLD

66 1951 Split Bug resto

Part 2 of our restoration series

76 Project cars

Ian assesses his '68 Bug

80 Project cars

Jon Robinson Pratt fettles his '64 Beetle

86 How to

Convert your car to electronic ignition



Current Racing goes into the 8s

Shock result from slammed leccy Bug

Photo and story Julian Hunt

A decade of development has seen Current Racing's fully electric Beetle, 'Black Current', break many boundaries, the most recent of which is getting into the low 8s, making it the world's quickest electric door slammer in the quarter mile!

Black Current uses a steel 1965 VW Beetle 'shell' with carbon / kevlar flip front and rear wings, but underneath the car has had substantial modifications, starting with a full chromoly 25.1sfi tube chassis, Strange Engineering front struts, a Ford 9-inch differential and four link rear suspension, all more commonly seen on V8-powered drag race cars.

That's where the similarity stops though. Power to that back axle comes from a 9-inch triamese DC motor, fed by 864 lithium cobalt cells producing 3,000A at 400V running through an overdrive unit. Power output is approximately 1,100bhp with a torque output of over 1,500ft.lbs.

This is the third iteration of the Black Current race car designed and built by brothers, Olly and Sam Young, and its current (sorry) personal best for the standing quarter mile of 8.4707 seconds at 151.57mph has pushed them into the record books yet again. It's official. This Beetle is now the quickest electric car in the world. Congratulations guys, that's an incredible achievement.

For more information, and to keep up to date with progress on this incredible VW race car, see www.currentracing.co.uk or check the brothers' facebook page at www.facebook.com/currentracing



There's something eerie about a drag car doing silent burnouts

WELCOME TO THE MAG

I am itching to get cracking on my Beetle. The workshop where it's kept has become something of a shrine of late and I've had to keep a close eye on who has the key because all five kids want to look at it, jump inside and generally soak up the old world fragrance it's emitting. Funnily, it's only just occurred to me that they don't do that with the T5 or Audi A6. The mag handover, however, and getting the first issue out of the door has served to sap any spare time I've had so I've been doing the same thing as the kids. Walking around it, opening up the engine lid, closing it again, and generally doing a fair amount of chin rubbing as to what to tackle first. You can discover what route I've tentatively decided to take on pages 76-77.

Paint or patina? That's what we're asking when it comes to our Lowlight KG stand-off on pages 19-26. It's something that's being debated in the green fields of stately home venues around the country most weekends – so tell us what you think at the usual address at the top of the page.

Whatever your thoughts, you'll be impressed by the Phoenix-like resurrection of Nigel Fleet's ultra rare '72 EMPI GTV Beetle that got t-boned on the way back from a VW show in the States. As a showcase for all the period tuning goodness EMPI conjured up for the Bug, it's well worth looking at.

If it's a feeling of summer sun you are after, check out Paul Ridgwell's sparkling blue Buggy that comes after on pages 36-42. Now if that doesn't get you breaking out the sun factor 40, nothing will...

For added inspiration this time, check out our exclusive story on one of the world's earliest Buses on pages 44-50. Again, how that went from ramshackle wreck to pristine historic gem is the stuff of serious veneration.

And still on the Bus theme, our Ivan's been doing some digging to find out about the history of VW's Hanover factory, which celebrates its 60th anniversary this year. Be sure not to miss it.

Hope you enjoy the issue. ■

Ian Cushway
Editor



WW2 bombshell

War-time bombs have been uncovered at Volkswagen's Wolfsburg plant threatening to lead to localised evacuation of nearby residents. Metal fragments, which later turned out to be unexploded ammunition, were discovered by construction workers who were busy carrying out excavation work as part of an expansion plan for the existing factory facility. Reportedly, experts have been called in to assess the likely risks, although regardless of the outcome production is unlikely to be affected.

The factory was comprehensively targeted by the Allies with close to 2,000

bombs being dropped in a single raid, which lasted less than five minutes, on April 8 1944. In spite of this, production continued – albeit severely disrupted. Later in April 1944, an American bomber crashed into the factory, destroying many vehicles in the process, including several uncompleted Kübelwagens.

The town of KdF-Stadt, as it was known prior to adopting the name of a nearby castle, was finally liberated on April 10/11 1945 by largely American troops. Interestingly, aerial photographs reveal that by April 1944 the site already included a test track and comprehensive workers' quarters.



Shortly after this picture was taken, an American bomber crashed into the factory and destroyed much of what you see here

Heb under the hammer

A fully restored 1949 Hebmüller is due to go under the hammer at Mecam's Monterey auction this August (18-20) with an unreal estimate of \$300,000-\$350,000 (approx. £225,000-£263,000). It's been sympathetically uprated with a 50bhp Okrasa engine and disc brakes, although the winning bidder will be supplied with a period 25 horse unit should they wish to return it closer to its original spec. Reportedly, respected Californian Porsche restoration specialist, Bata Mataja of BAD (Big American Dream), oversaw its rebuild so we expect the attention to detail is phenomenal.



The stuff of dreams for many VW lovers, but you need very deep pockets to buy a Heb these days



www.customandcommercial.com

Suppliers of VW parts for your Beetle, Split, Bay, Ghia, T25, T3 and T4



9th - 11th September 2016

BUSFEST

Up to

-15%

* exclusions apply

OFFER

*excludes Klassic Fab, CSP, Wolfgang, Kits, NOS, Used and Restored products

B43228 German quality Beetle rear stainless steel chrome finish luggage rack 49-67 	V00088 Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler 
B39938 Complete heart lights with Hessia lenses 8/52- 7/55 	S29914 Genuine VW complete handle set working on one key - Used 61-63 
T99201 German quality complete front wheel arch skin Right 80-91 	S74388 SOLO complete rear straight axle kit for splitscreen bus 55-97 
S72991 German quality internal door release surrounds 68-72 	S27719 German quality deluxe dash grab handle ivory with polished ends 55-67 

Klassic Fab Panels

We are continuing to expand our range of Klassic Fab Repair Panels

K00333

Klassic fab
complete
cargo floor
RHD 66-67



K00738

Klassic fab
rear valance
59-65



K00278

Rear
outrigger
Left 50-7/59



K00676

Klassic fab
complete rear
corner Right 62-67



K00488

Short sill in
front of rear
wheel arch 14
inch 50-62



K78898

Front step repair outer
skin Right 56-62 & 62-67



FREE DELIVERY

*ON ALL UK WEB ORDERS OVER £35
* exclusions apply

Tel: 01372 452622 / 01372 458604

We accept:



JOIN US ON FACEBOOK



www.customandcommercial.com

Unit 11, Bookham Industrial Estate, Church Road, Great Bookham, Surrey, KT23 3EU

www.customandcommercial.com



Proud Heritage

Air and water unite at an evening gathering that exceeded all expectations

Photos Dave Warren and Lawrence Butcher

Rent a racetrack, big up your third decade of evolving into one of Europe's largest independent VW parts suppliers and then race around it all afternoon and evening with your mates. Can you think of a better way to host a birthday than at Brands Hatch? VW Heritage couldn't, so that's exactly what went down on July 7 2016 in the Kent countryside.

With free entry to the show 'n' shine for all who passed through the hallowed gates, this one-time celebration hosted over 1,000 cars and was packed with a liberal sprinkling of both air and water-cooled rides worthy of recognition. Considering it was hosted on a school night, the get together had all the hallmarks of a top drawer show, with plenty of first class metal to cast your eyes over.

The event was rounded off by a prize giving ceremony, with Heritage MD, Barney Dines, presenting the bulk of the prizes, along with guest trophies from Thump! Thump!, Meyle, VW Classic Parts, Volkstuning and Bugwelder adding variety to the vehicles being chosen.

If you missed this one, then pencil in 2021 for the company's 35th birthday, we've got a feeling it'll be a belter! Alternatively, check out the monthly VW Heretics events for more of the same. They're held at VW Heritage's Shoreham-by-Sea HQ on the third Thursday of the month. ■



▲ Turbo Nutta (aka Danny Welch) put his big stereo, turbocharged Beetle around the famous Indy Circuit

➤ Autotechnik's Mark Prosser bought his newly rebuilt 2332cc Late Bay out for a spin. He was enormously proud of its 8.5-inch wide Compomotive Dage split rims





^ Lee Marchant's light blue metallic '58 1200 went home with a Top 5 air-cooled gong



“all the hallmarks of a top drawer show”



^ A Split Bus may not be the ideal choice for circuit race machine but these guys were out to prove the naysayers wrong



^ Bob Beales has been racing this Beetle since 1965, and it's fair to say he knows how to handle it at speed

< Jez Parsons of GCS Engineering bought his Porsche-powered Split out for the evening. Stunning. Failed the noise test though so no track time. Boo



> Incomplete, but impressive nonetheless, Andy Raw's blown V8 Beetle Funny Car will be running on nitro from now on

Air-play

This month VolksWorld caught up with Steve Johnson from Johnsonautoworks.com to find out about his love of pre-'67 Beetles, digital weather stations and Tame Impala

VolksWorld: Hi Steve, how's it going?

SJ: Very well thanks

VolksWorld: Blind Date time. Can you tell us where you're from, your age and what hobbies you enjoy doing while not getting stuck into VWs.

SJ: I am 40 and live in Nottingham. Apart from being a dad to two boys (six and three), which takes up most of my spare time, when not working on cars I am usually out on my mountain bike.

VolksWorld: So how did you first get involved with the VW scene, what was your first VW?

SJ: From the age of about 14 I was buying VolksWorld every month and desperately planning my first Bug project. At 16 I got my first job as an apprentice truck mechanic where I managed to save enough money to buy a 1972 1300 Beetle. It needed a fair bit of work but, at 16 years old, I still needed to learn to drive and pass my test so I had plenty of spare time to get it up and running. I had help from a great guy, Andy Walker, who is sadly no longer with us. He taught me an awful lot about air-cooled cars and it was ready and on the road for when I passed my test at 17.

After a year working as a truck mechanic I moved to a Ford dealership. I then did various dead end jobs whilst renting my own unit / workshop and started building more air-cooled VWs. It wasn't until 1999 that I gave it all up, ditched the dead end job and officially starting working for myself as Johnson Autoworks from a small lock-up. That was 17 years ago and we've grown steadily and now have five full-time employees and a specially built workshop.

I also set up and then ran for nine years the Bus Stop Over which, although I'm not involved any more, is a very big show and a firm fixture on the VW scene's calendar.

VolksWorld: Tell us what you and your business do.

SJ: We're pretty much an air-cooled one-stop shop, although we do our fair share of water coolers, from Type 25s to T6s, but our core is still very much the restoration, servicing, maintenance and modification of classic air-cooled VWs, including full paint facilities, sales and anything else you can imagine. We source and build from scratch so you can literally design your dream Van or car and we can build it.



▲ JA's small but perfectly formed team

We're based in the village of Wymeswold, which is just on the Nottinghamshire / Leicestershire border within easy reach of the M1 and A1 and very close to major train stations and East Midlands airport.

VolksWorld: Favourite all-time gadget?

SJ: Digital weather station.

VolksWorld: What's playing on your iPhone / car CD player?

SJ: Foals and Tame Impala.

VolksWorld: Bay, early KG or late edition Beetle Cabriolet?

SJ: Bay.

VolksWorld: What's your favourite VW show?

SJ: Stanford Hall.

VolksWorld: What's your impression of the air-cooled scene at the moment?

SJ: It's pretty good actually. There are a lot of young people getting into it, which is only a good thing for keeping it going, and it's amazing what you can buy off the shelf now, as opposed to 20 years ago. Admittedly, the quality can vary, but you don't struggle with availability any more.

VolksWorld: What's really hot and what's really not hot in the scene at the moment?

SJ: New cars that are made to look rusty. I absolutely hate that shit! It looks like pre-'67 Bugs have started to rocket in price again, a bit like the '90s.

VolksWorld: What's your company's best asset?

SJ: That's easy. It's our staff. You are only as good as the team around you!

VolksWorld: What makes you angry?

SJ: Filling in questionnaires! Apart from that, not too much – I've definitely mellowed out with age.

VolksWorld: Finally, what's your work / life motto?

SJ: Work hard, play hard, but be kind.

Contact: www.johnsonautoworks.com



www.volksworld.com

VolksWorld Magazine, Kelsey Media, Cudham Tithe Barn
Berrys Hill, Cudham, Kent, TN16 3AG

EDITORIAL

Editor: Ian Cushway
Tel: 01959 543538

Email:

volksworld.ed@kelsey.co.uk

Art Editor: Barbara Stanley

Group Sub Editor: Mike Pye

Contributors: Julian Hunt, Paul Bussey, James Peene, Jon Cass, Mike Renaut, Matt Richardson, Steve Sharp, Ivan McCutcheon, Jon Robinson-Pratt, Rob Hawkins, Richard Gunn, Dan Pullen

ADVERTISEMENT SALES

01959 543600

Commercial Manager:

Catherine Rowe

Group Ad Manager:

Ben Foster

01959 543722

Production Supervisor:

Kylie Woolgar

01733 362705

kelseyclassic@atgraphicsuk.com

Production Manager:

Jackie Aubrey

jackie.aubrey@kelsey.co.uk

MANAGEMENT

Managing Director: Phil Weeden

Chief Executive: Steve Wright

Chairman: Steve Annetts

Finance Director:

Joyce Parker-Sarioglu

Retail Distribution Manager:

Eleanor Brown

Publishing Operations Manager:

Charlotte Whittaker

Audience Development Manager:

Andy Cotton

Subs Marketing Manager:

Dan Webb

Brand Marketing Manager:

Rebecca Gibson

Events Manager: Kat Chappell

SUBSCRIPTIONS

13 issues of VolksWorld are

published per annum

UK annual subscription

price: £54.60

Europe annual subscription

price: £69.49

USA annual subscription

price: £69.49

Rest of World annual subscription

price: £75.99

CONTACT US

UK subscription and back issue

orderline: 0333 043 9848

Overseas subscription orderline:

0044 (0) 1959 543 747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team:

01959 543 747

Customer service email address:

subs@kelsey.co.uk

Customer service and subscription

postal address:

VolksWorld Customer Service

Kelsey Publishing Ltd

Cudham Tithe Barn

Berry's Hill, Cudham

Kent TN16 3AG

United Kingdom

Find current subscription offers at
shop.kelsey.co.uk/vw

Buy back issues at
shop.kelsey.co.uk/backvw

Already a subscriber?

Manage your subscription online at
shop.kelsey.co.uk/myaccount

CLASSIFIEDS

Tel: 0906 802 0279

(premium rate line, operated by Kelsey Publishing Ltd. Calls cost 65p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday-Friday, 10am–4pm)

For complaints or queries about the premium rate number, please call 01959 543723, 9–5pm, Mon–Fri

cars@kelseyclassifieds.co.uk

Kelsey Classifieds

c/o Classified Central Media

Central House

4th Floor, 142 Central Street

London EC1V 8AR

Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd

2 East Poultry Avenue

London EC1A 9PT

www.seymour.co.uk

Tel: 020 7429 4000

PRINTING

William Gibbons

Kelsey Media 2016 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties. Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

VolksWorld is available for licensing worldwide. Contact bruce@bruceawfordlicensing.com

CLASSIC VW INSURANCE

Headline sponsors



f /lancasterins @lancaster_ins

LIS.T.VWBEETLE.FP2016

01480 400 945
www.lancasterinsurance.co.uk



**LANCASTER
INSURANCE**

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164). For mutual security, calls are recorded and may be monitored for training purposes.

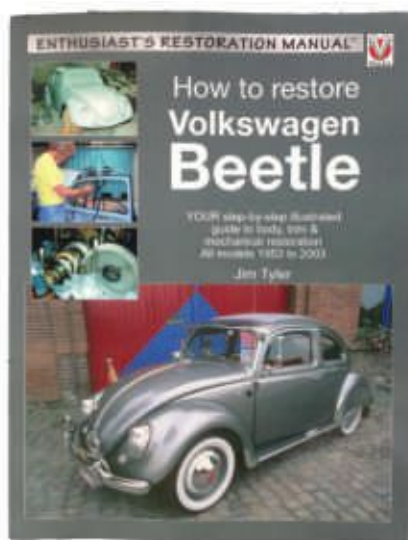
PRODUCTS

Selling a new product? email volksworld.ed@kelsey.co.uk

> Super VW Fest miniatures

From: www.aircooledshop.bigcartel.com
Price: €25

Some of you may have made your way across the Channel to the Super VW Fest at Le Mans, but those that weren't fortunate enough to be there in person can still get hold of these limited edition 1:66 scale models. There's a variety of Beetles and Buses available in a choice of different colours. They look well detailed and even have Swarovski crystal headlights.



^ How to restore Volkswagen Beetle

From: www.veloce.co.uk
(ISBN: 978-1-845849-46-7)
Price: £45

If you're about to embark on a Beetle restoration, or simply want to learn a few handy skills to smarten up your existing classic, then this book could prove useful. It's written by Jim Tyler and includes an explanation of basic restoration techniques such as welding, painting and interior re-trimming, as well as a section on troubleshooting and probably what's best described as solutions to problems not covered by conventional workshop manuals. The fact that it contains over 700 colour photographs is also likely to prove a big help.

✓ Flying the flag

From: www.lifebreeze.co.uk Price: £29.99

Perfect for finding your tent / Van again at VW gatherings or festivals, these VW logo'd telescopic flagpoles are available from Life's a Breeze. The pole proudly displays a small United Kingdom flag on the base section, alongside the firm's logo, showing the importance of its products being designed in the UK. They are meant for windsock and flag use, and feature a robust construction that incorporates two brass cleats for banner flying and three bars in the base section of the pole to strengthen the main section while maintaining flexibility.



< POWER WASH

From: www.machinemart.co.uk
Price: from £478.80

The range of new, heavy-duty, petrol pressure washers from Machine Mart certainly mean business. They feature a tough protective steel carriage, chunky pneumatic tyres for easy mobility and they can even draw their own water from a water butt, making them perfect for remote locations. Moreover, the range-topping 13bhp PLS265 model packs a super powerful punch of up to 3,771psi, which is almost twice the pressure of many conventional high street power washers.

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

**ALL PRICES
INCLUDE VAT**

All assembled by our own craftsmen

SILVER ENGINE **DIY PRICE: £799**

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.



**THE
ENGINE
SHOP**

GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £949



BIG BORE RED ENGINE **DIY PRICE: £1049**

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads and a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.



BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

DIY PRICE: £1,599

NEW!
We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

1776cc	DIY PRICE £1,949
1835cc	DIY PRICE £1,989
1914cc	DIY PRICE £2,039

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £899

NEW!

GREEN ENGINE **DIY PRICE: £999**

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

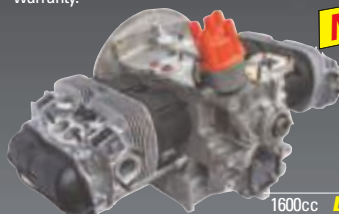
SUPER GREEN PLUS **DIY: £1,449**

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.



NEW!



1641cc **DIY PRICE £2,199**

1776cc **DIY PRICE £2,469**

TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £999



TRANSPORTER 1.7 - 2.0 (1972-'83)

DIY: £1,849

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2.0 litre engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1.7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,099



NEW!

BIG BORE TRANSPORTER 2400cc

In exchange for your 2000. As above, fitted with 2.4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,199

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,999



BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1.9 (left) but with 2000cc pistons and liners, and new heads. **DIY: £1,799**

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,899



NEW!
All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.

EXCHANGE GEARBOXES

Type 1	£639	Type 2 Freeway flyer	£1049
Type 2 up to 1.6	£699	Type 25, 4-speed	£749
Type 4 1.7 to 2.0	£749	Type 25, 5-speed	£999

1600 DIESEL T25 TURBO / NON TURBO

All our diesel engines are fitted with **NEW** cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

DIY PRICE: £1299



**10 YEARS
WARRANTY**

NEW!



CALLERS ARE WELCOME!

Enjoy a coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice.

- Machining service available for home rebuilds, etc.
- All single port engines feature recon. cyl. heads.

NOTE: Prices are subject to change without prior notice.

THE ENGINE SHOP

Specialists in Volkswagen and Audi Engines

Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP

Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info

Website: www.theengineshop.info

READERS' RIDES

Share your VW with the world! email volksworld.ed@kelsey.co.uk

Car of the month



✓ Engine may or may not be a stock 1600, but that air filter neck definitely is a cut down Karmann Ghia piece



✗ Another apparently KCW-built Bug that has made its way to our shores, though the guys at the shop in Colorado, USA have no memory of building it!

Andy Palmer, '65 Resto Cal Beetle

This is the first Beetle that Andy has owned, which he bought around 1½ years ago. "I've only wanted one for about 25 years!" he laughs. "I acquired the car pretty much in its present condition, fully restored but very much unloved, and it needed plenty of tidying in places. The Beetle is a USA import and I believe a company called KCW [Kustom Coach Werks-Ed] based in Colorado completed much of the work. I tried contacting them, but they couldn't remember very much about the car as the restoration work took place a few years ago. I'm not sure what the original colour was, but it's currently painted in Diamond Green, an original Volkswagen colour from the 1950s, but with a little added flake in it."

✓ Andy may have waited a long time to buy his first Bug, but looks to have made a fine choice when he finally took the plunge

The Beetle has a four-inch narrowed beam, lowered suspension and features discs brakes all round. The engine, however, remains something of a mystery. The documentation states it's a 1600, but Andy reckons it could be a bit bigger than that as it offers quite lively performance, even fitted with a single Solex carburettor. The engine has been contrasting paint detailing and breaths through a modern foam

“I've only wanted one for about 25 years!”

air filter, with an uprated Flamethrower coil and electronic ignition for good measure.

The interior has been completely re-trimmed in a tasteful beige tweed and vinyl combination, plus a tweed headlining, which complements the exterior colour perfectly. The Flat4 GT wood rim steering wheel gels very well, while Andy has decided to fit an original-style shifter in place of the one the car came with as he thinks it's more in keeping.

Plans for the car include taking it to Van Shack, run by Chris, a fellow member of the Wilts VW Club, for some further detailing and the eradication of some stone chips. "I'm toying with going down the twin carburettor route, but at the moment we can simply jump in the car and drive anywhere and the engine always runs beautifully so I'm a little reluctant to start modifying things. For now we're just really enjoying the car as it is."



✗ Vintage Speed stock-style shifter and Flat4 GT steering wheel are classy additions. Note the discreet speakers, too



The Freeman Family, '66 Canterbury Pitt Split

Owned since 1999, the Freeman family's Split Screen Camper has remained close to stock, save for a very slight lowering of the suspension, but only in order to squeeze it into the family garage. A recent increase in rear tyre size, however, has meant the garage has had to be modified this time!

"I joined the Split Screen Van Club and many years ago, for a £10 annual subscription, they would send you a monthly list of vehicles for sale, prior to them being advertised in the magazine, which was an excellent idea," remembers dad, Bob. "We spotted our Split being advertised in St. Ives, Cambs, which wasn't too far away from where we lived. The Split had been renovated around 30 years ago and back then, replacement parts weren't as readily available as they are now and I've had to replace a few panels over the years."

The Split is fitted with a single port 1500cc engine, which Bob has recently rebuilt, and at the time of our photos it was still being run in. "The price of NOS parts in recent years have gone through the roof," he muses. "When I first started buying bits for the Split, you could get them for sensible money. I remember replacing the door handles because it didn't have a key and paying £20 for one and £6 for the other. They are an awful lot more than that these days."

With its pop-top and Canterbury Pitt interior, the Split has proved most useful for camping trips. The extra two bunks in the roof mean there's accommodation for four people, plus it's nice and roomy inside. Bar the replacement seat covers, purchased from VW Heritage, and new curtains, the interior is pretty much original and in an excellent state of preservation. "I like to undertake as much work on the Split as possible myself," Bob continues. "What I do find disappointing, though, is the poor quality of many replacement parts. As such, I always try to purchase NOS, or second hand genuine VW, whenever I can."



< The good old H-code 1500, our favourite stock VW engine of all time



> Bar seat covers and curtains, the interior is all original. Love the green and cream colours in an all-white Bus



Michael Gill, '70 custom Beetle

Having previously helped his son, Brandon, to restore a Beetle, Michael then looked to buy one for himself.

Unlike Brandon's stocker, he wanted one that was modified and that could be further personalise to suit. His '70 had already been transformed into its current pre-'67 guise, with alloy running boards and a whole host of other modifications, notably the leather seats from an Audi TT. The car's previous owner filled the dashboard and made the custom centre console, adding digital oil temperature and ammeter gauges that are illuminated blue, along with the switchgear. Completing the interior is a Scat Dragfast shifter and a Ripspeed steering wheel.

The engine is a 1641cc with twin 40mm EMPI carburettors but, instead of being detailed and shiny, Michael has encouraged the air filter tops and generator to naturally rust. "I've gone the other way round, by having shiny exterior paintwork and a grubby engine bay," he says with a grin.

At the front there's a slightly narrowed front beam, while the car sits on polished replica Fuchs alloys.

"I can't take any credit for much of the Beetle's modifications, which were completed by the previous owner, but I have done a few things, like changing the lights and fitting the front sun visor, during the year I've owned the car."



< Now there's a new angle - a 'Rat Look' engine in a full custom Bug



> Audi TT leather chairs and a Ripspeed flat-bottom steering wheel. Was the car's original builder a water-cooled VW man we wonder?

WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld.ed@kelsey.co.uk Subject: Readers' rides



www.Paruzzi.com - www.Paruzzi.nl - www.Paruzzi.fr - www.Paruzzi.be
www.Paruzzi.se - www.Paruzzi.no - www.Paruzzi.fi - www.Paruzzi.pt
Paruzzi: Europe's nr° 1 Classic Volkswagen webstore

Back-to-black comparison

There's more than one way to skin a cat as these two Lowlight Ghias prove. Paint or patina? Let's find out

Words James Peene Photos Dan Pullen

**T**

he Karmann Ghia is without question one of the most successful design concepts in automotive history. Take the tried and tested, reliable and cheap mechanicals of an air-cooled Volkswagen and clad them in a beautiful coachbuilt body. Italian looks, German quality. What's not to love? Especially when we're talking pre-'60 Lowlight examples like the brace of coupés we've gathered together here.

The purpose of this feature might have started out as a compare and contrast piece but, as you're about to find out, the owners of both these cars actually have pretty similar views, even if their cars, on the surface at least, look wildly different.

The one we'll tackle first has clearly lived a harder life than the other. If one is the

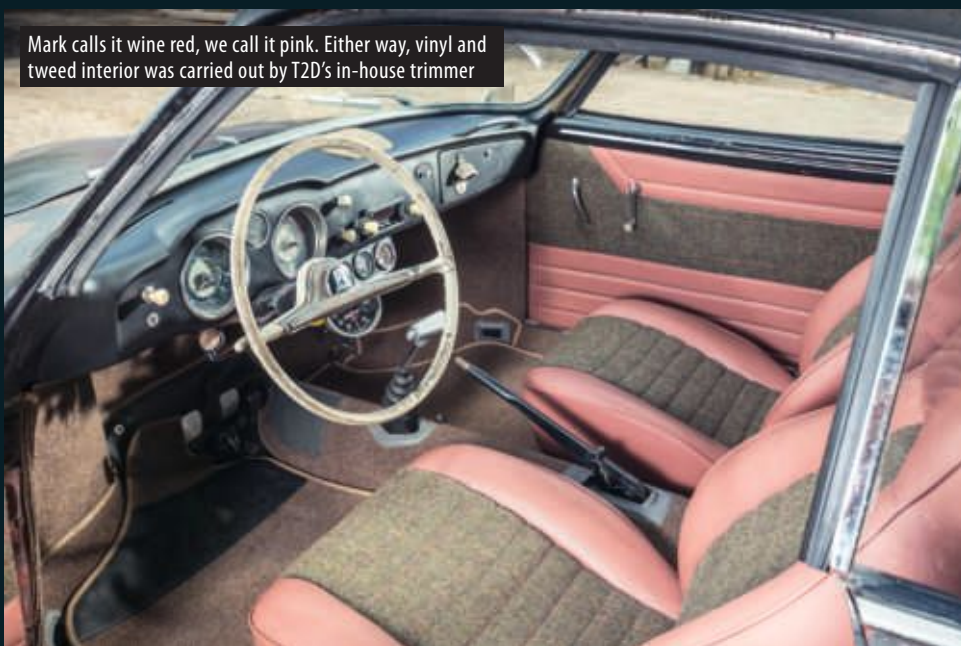




The engine in Mark's Ghia is a 1776 with twin Webers and a CSP exhaust



Air ride controls and Retro Sounds radio are recent additions to the 58-year-old dash



Mark calls it wine red, we call it pink. Either way, vinyl and tweed interior was carried out by T2D's in-house trimmer



> Down and dirty on 17-inch Foosh. There's not a lot of room for that exhaust on full drop



The front seats are actually Porsche items, with the headrests removed

“If one is the housewife’s Porsche, [this one] is a dirty MILF”



housewife’s Porsche, the other is the dirty MILF your mother wouldn’t approve of and it goes without saying that we’re concentrating first on the down and dirty ’58 that’s the current steed of Type 2 Detective [T2D]’s Mark Fulton.

On the surface it may look like a gnarly old beater on some big ass Fuchs, but there’s a lot more to this car than that. After all, it wouldn’t do for one of the top Detectives to be seen out and about in such a thing, and why would he want to drive a snorter in his down time when his day job affords him the chance to drive some very choice machinery? Mark: “I’m fortunate to see loads of cool customer cars, to the extent that sometimes you can become a bit snowblind to them, if that makes sense, but there was just something about this car that struck a chord with me.

Air we go

“The car came in from Belgium via one of our customers, Bob de May, who bought a body-dropped 356 from another of our customers. I’ve always been a bit of a Ghia perv, but had never owned one. As soon as I saw this car, I knew it was the one to tick that box.”

Patina freaks will agree that Mark’s ’58 is a hell of a way to scratch an itch. Obviously, it’s a US import, because patina like this doesn’t happen to a car that’s been brought up in our climate. Every dent, ding, scratch and repair tells a tale, but it was far from the finished article when Mark took ownership.

“The ’pan had already been done when I bought it. The underside is completely new and so everything is in exceptional order. The car was already fitted with air ride, too. It’s got air shocks on the front and bags on the rear and I know some people can be a bit sniffy about air ride but you’d only have to drive this car to be converted. Some cars on air are set up so they ride really harshly, but this is so smooth.”

On full drop Mark’s coupé will still roll, albeit in a straight line only, but that’s because the ’arches are filled to the gunwales with repro Fuchs. Detailed 17s to be precise,

“Every dent, ding, scratch and repair tells a tale”



> It might look like it's been painted in blackboard paint, but every dent, ding and scrape tells a tale. Mark's '58 is the perfect contrast to...



shod in 195/35 and 205/40 Toyos. Peep behind those shiny shoes and you'll discover cross-drilled Porsche 944 brakes, dropped spindles and a narrowed beam. Ghias come with a nice amount of wheel tuck straight from the factory, but Mark thinks the beam in this car is some six or seven inches narrower than it left the factory with.

The '58 departed Osnabrück with a lot less power, too. The old 30-horse engine is long gone and in its place there's a 1776cc that kicked out a much more user-friendly number of horses when it was put to the test on a rolling road. Carbs are Weber 40IDFs and the gasses escape through a CSP exhaust.

With this car, beauty is actually under the skin. Up top it's burnt, faded or, as Mark puts it, "The mish mash of bodywork reveal it's had a few incidents in its life. I had to tidy a few bits and bobs here and there and replace all the seals and rubbers that had dried out over the course of its life in the US. It needed a new front windscreen and lots of other stuff just to make it watertight and useable."

And it had to be watertight to avoid spoiling that spiffy new interior. This was tackled by T2D's in-house trimmer and features a new headliner and cut down Porsche seats (the headrests have been ditched) that are covered in vinyl and tweed. "I don't take it to many shows," Mark reveals, "but I drive it

loads and I love pulling into the petrol station and have people come over to chat about it." Which must cause a bit of a queue at the pumps if you ask us.

Shelagh's wheels

But then so would the second car in this feature. Infinitely shinier and easier to understand to the average man on the street, it would still cause confusion, because your average Joe doesn't know what a Ghia is. This one isn't owned by Gary Urwin, as he made abundantly clear when we had our little confab. The other black coupé belongs to his wife, Shelagh, for whom it was bought some 12 years previous and, whisper it quietly, she is still waiting to drive it. Also a '58, Mrs. Urwin's Ghia has been built in a very different, but no less desirable style. It's horses for courses, but when Gary began building this car, he was steering in a different direction to Mark. "The last thing I want is a show car," says Gary. "I've been into VWs since the '80s and am good friends with Ritchie King at Karmann Connection. I've had Porsche 356s and owned Ghias in the past, but always fancied an early one. I bought a 356C for Shelagh, but she didn't get on with it. It was sold when I upgraded to an 'A' and I bought the Ghia for her at the same time. It was L354 Cardinal Red when we got it, but it needed



“Built in an
equally different,
but no less
desirable style”

> ...Shelagh's '58.
Both are proof that
no two VWs are ever
the same. Which one
floats your boat?



> There's no sign of
any rear end damage
now. Unlike Mark's
car, Shelagh's runs a
full compliment of
US spec over riders

LOWLIGHT KARMANN GHIA



Original factory seats have been re-trimmed in red leather



^ It might have taken three cracks of the whip to get the headliner right, but the interior is bob on now



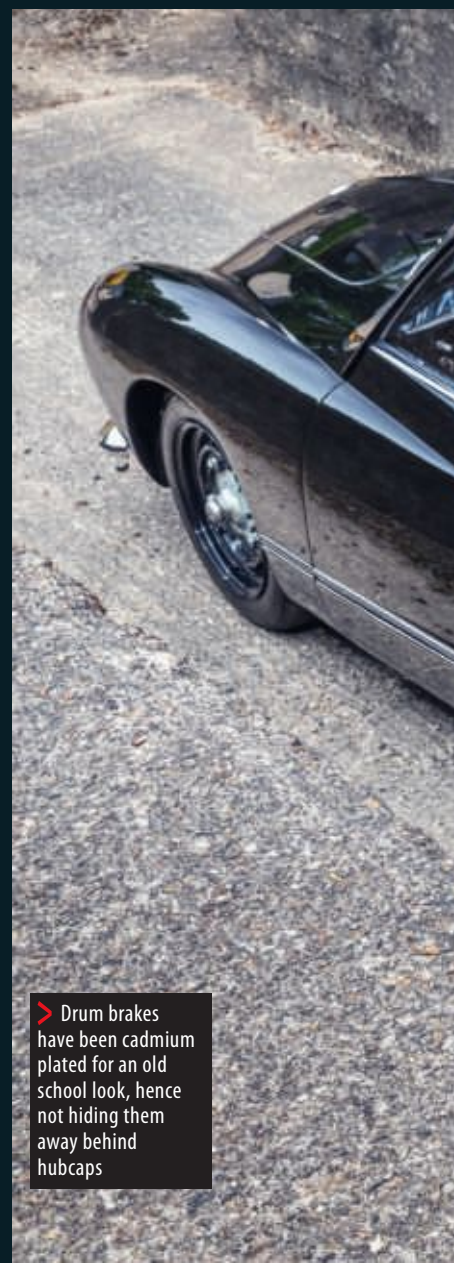
VW got the dash bang on in the Lowligh Ghia. Elegant, simple and everything you could need



^ Gary is still looking for the correct radio knobs



1200 engine is original to the car, but a Wolfsburg West Okrasa kit has been added for more pep



> Drum brakes have been cadmium plated for an old school look, hence not hiding them away behind hubcaps

paint and we weren't keen on the colour anyway, so decided to change it to black. It's a Mercedes black. I didn't think the body needed anything, but there were these lips on the rear 'arches. I thought they were period additions, but Ritchie set me straight on that. Apparently, if you hit a Ghia dead square from behind the rear 'arches flare out." Who knew? Well Ritchie did, and with that bit of pub trivia in the bank, the car was handed over to Tim Carter to sort the repairs and carry out the colour change.

Gary knew how he wanted Shelagh's Ghia to look. "My influence came from liking American cars, but not actually wanting to own one. I'm really into the idea of the sort of car a US college kid would have had in the late '50s, and the Ghia fits that. It's not Cal Look, but boy racer look. I like to imagine it's the sort of thing a college kid would have come up with if he'd driven it off the dealer forecourt round the corner to a garage where he added his own touches.

"Everything done to the car had to be in keeping with the period and, bar the dropped spindles, which are a bit naughty because they weren't around then, I think I've achieved it."

Spend a bit of time checking this car out in detail and you'll notice lots of subtle touches, like the drum brakes and wheel bolts. When we first saw the pics in

the office we wondered why Gary / Shelagh opted to run the car without hubcaps. The reason being Gary had the drums and wheel bolts cadmium plated for a more vintage look. They work a treat with the replica 356 steels bolted to them, but should Gary or Shelagh decide a bit more bling is in order, there's a set of original Porsche nipple hubcaps waiting in the wings.

Back in black

The project stalled for a number of years, and that's when Gary asked T2D's Paul Medhurst to get it back on track. It's been a bit of a "dripping tap process", to quote Gary. "I've not really been in a hurry to finish the car. I just wanted to achieve the right look for it. Paul had the headliner done. Actually three of them. We bought two off-the-shelf kits that we ruined fitting them before deciding to have his trimmer just make one up instead. The rest of the interior is all Wolfsburg West,

"The sort of thing a college kid would have come up with"



TECH INFO

BODY: 1958 Lowlight Karmann Ghia coupé

WHEELS AND TYRES: Porsche 356-style wide-5 steels; Michelin 135ZX and 155/65 R15

INTERIOR: Stock VW seats and steering wheel, re-trimmed in red leather

ENGINE: Original 1200 with Okrasa-style twin carb conversion kit

GEARBOX: Stock four-speed

SUSPENSION: Stock beam, dropped spindles



< ✓ Whether you like painted or patina'd, we think the pre-'60 Lowlight Ghia is one of the world's most beautiful coupés



TECH INFO

BODY: 1958 Lowlight Karmann Ghia coupé

WHEELS AND TYRES: 17-inch Foosh with 195/35 and 205/40 Toyos

INTERIOR: Cut down Porsche front seats trimmed in pink vinyl and tweed

ENGINE: 1776 with twin 40IDF Webers and CSP exhaust

GEARBOX: Stock four-speed

SUSPENSION: 6-7-inch narrowed beam; air shocks on front; air bags on rear

and Ritchie restored the steering wheel." Mr. King also helped source a lot of the hard-to-find items of trim, including the bumpers, which were re-chromed 10 years ago now. Remember, this build started in the days when few people were into Ghias, so there were even less people offering parts for them. If you wanted something for your car, you invariably found it at a swapmeet, or not. As Gary puts it, "It used to be fun, rummaging."

The '58 is still scooted along by its original 1200 engine. It's still 6V too, but has been treated to one of Wolfsburg West's replica Okrasa conversions. This was fettled (read: made to fit) by Andy Marriot and we're told it took a lot of work to get the manifolds to fit properly. The repro top end kit doesn't include the Okrasa stroker crank, so the capacity remains the same, but should give the Ghia a bit more pep. We say should because when we asked Gary what it's

like to drive he had this to say: "I couldn't tell you. I haven't driven it since it's been done. I really want it to look a bit more lived in, so keep telling Paul to get in and rag it around a bit. What I can tell you though is of all the cars I've owned, this is the one I'll never get rid of. It's been 12 years in the making and is a thank you to Shelagh for putting up with me and all my cars for 30 years."

First pick?

So there we have it. Two black '58 Lowlights owned by people who want something a little different to the norm. Both have their own merits so personal taste dictates which one you'd want on your drive. Me? I'm greedy and couldn't possibly make that kind of Sophie's choice, I'd have them both in a heartbeat, but think Shelagh might have something to say about that. ■

All prices include VAT

Specialists in Aircooled VW Beetle and Van Parts

**2016
VeeWee
Brochure
is now
available**



OUR CAMPER REPAIR PANELS ARE MUCH BETTER QUALITY THESE DAYS!

Full range of Beetle repair panels are also available

Corner Panel - Rear LH/RH

OUR PRICE
£100.20

Repair Panel for Rear Left Hand/Right Hand Corner Panels. For Vans 1973 to 1979, 66cms high. Includes the complete rear lamp aperture and more.

LH=861VG1580
RH=861VG1590



Genuine Boot Lid 862VG0870

Boot Lid for Vans from 1972 to 1979. Please note for use on vehicles up to 1975. 2x 875VG0630 modified Hinges will be required!



OUR PRICE
£111.00

Genuine

Sliding Door Track Cover Outer, LH/RH

LH=862VG0690
RH=862VG0680



Sliding Door Outer Track Cover right, for LHD and RHD vehicles. Use with seal 872VG0730.

OUR PRICE
£42.24

Front Jacking Point and Outrigger, LH/RH

LH=862VG0010
RH=862VG0020

OUR PRICE
£47.94

Best quality Jack point and Centre Left Hand/Right Hand Outrigger for Vans 1968 to 1979.



Carburettor Bocar 34PICT3 181VG0050

Back by popular demand this Bocar 34PICT3 Carb will fit twinport 1600cc engines from 1970. This is the original style fitment that doesn't require any modification.



OUR PRICE
£270.00

JUST ARRIVED

**ORIGINAL
STYLE!**

Centre Jacking Point and Outrigger, LH/RH

LH=862VG0030
RH=862VG0040

OUR PRICE
£47.94

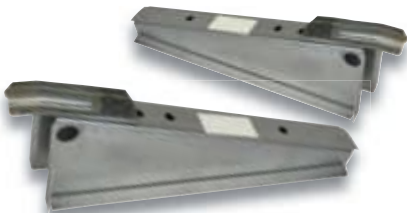
Best quality Jack point and Centre Left Hand/Right Hand Outrigger for Vans 1968 to 1979.



Rear Outrigger, LH/RH

LH=862VG0010
RH=862VG0020

Best quality Rear Left Hand/Right Hand Outrigger for Vans 1968 to 1979.



OUR PRICE
£21.66

Inner Rear Panel 862VG0850

Inner Rear Panel for Bay Windows from 1973 to 1979.



OUR PRICE
£114.60

Cab Floor LH/RH Repair Panel - LHD/RHD

Cab Floor Repair Panels available for all Vans from 1968 to 1979; LHD/RHD Vehicles.



OUR PRICE
£40.20

**LET US HELP YOU WITH YOUR RESTO!
YOU WOULD BE SUPRISED AT THE ITEMS
& THE QUALITY WE NOW HAVE IN STOCK!!**

**1303 RHD BEETLE
WIPER ARMS NOW
AVAILABLE**

A PART OF **GSF CAR PARTS**

Call us on: 0121 749 8832
Email us at: sales@veewee.co.uk

VEEWEE.CO.UK



EMPI equipped

The aftermarket has made it possible for anyone to recreate an EMPI GTV Beetle, but there will always be something a bit special about an original one

Words and photos Jon Cass



To many of those who attended this year's *VolksWorld* Show, Nigel (Nige to his mates) Fleet's '72 Beetle may easily have been overlooked. There's no ultra-low stance, custom paintwork or flashy wheels. The bodywork certainly retains some patina, but not on the scale we've become accustomed to, yet, to any serious Beetle fan, Nige's '72 is something a little special, and certainly a rare sight globally, let alone in the UK. If you're familiar with the EMPI badge and indeed its history, then this could easily have been the car of the show for you.

Many will know the story of EMPI, its highs and ultimately a big low, quite typical of niche vehicle and component manufacturers of the era, but for

those who don't there's a brief reminder in the panel on page 32.

Whilst still acting as a VW agency with his Riverside, California-based Economotors concern, EMPI founder, Joe Vittone, decided to make it possible for the buying public to purchase a brand new Beetle with a full range of EMPI parts already fitted, and in 1966 the EMPI GTV was born. There were four trim levels costing between \$437 and \$1,238, plus the price of the base 1300 car itself. The range topper including such delights as BRM wheels, a ram-induction carburettor kit, brake servo, seat recliners and Boge shocks. Even the base GTV model came with chrome rims, an E-Z-R gear shifter, anti-roll bar, camber compensator, sports exhaust and those distinctive GTV decals. Quite a haul, even in 1966.



TECH INFO

ENGINE: VW Type 1 1679cc; 88mm Mahle thick-wall pistons; balanced, counterweighted and 8-dowelled 69mm crank; drilled and tapped oil passages; silicone bronze sleeved lifter bores; 8.6:1 compression ratio; lightened flywheel; Type 4 oil cooler; original EMPI oil filter (extension to oil pump) and oil pump; match ported heads; twin Solex P11 40mm carbs; match ported original EMPI manifolds; genuine EMPI air filters, valve covers, fan belt guard, magnesium deep sump, cam gear, 1.4:1 rockers and Santana-style degree pulley; Bosch 010 distributor; EMPI 4-bolt extractor exhaust with chrome megaphone

GEARBOX: Stock 4-speed; EMPI E-Z-R shifter

CHASSIS: Detailed floorpan with cadmium plated and stainless steel nuts and bolts throughout; lowered 2.5 inches on dropped spindles; Koni red front and rear shocks; VW front disc brakes and stock rear drums

WHEELS AND TYRES: EMPI (Lemmerz) chrome Sprint Stars, 4.5 front and 5.5 rear; Michelin 145ZXZ and 165ZXZ tyres

Car rolls on genuine chromed 4-bolt Lemmerz / EMPI Sprint Stars. 4.5J front and 5.5J rear. Tyres are Michelin ZXZs all round. What else?

With a background such as this, it's little wonder long time air-cooled VW fan, Nige, fancied adding a genuine EMPI GTV Beetle to his collection. "I've loved Beetles since I drove one belonging to my friend when I was 18. I bought my first one soon after, and that was 33 years ago now! I already have a 1966 Beetle and a '66 1600 Squareback, but a few years ago I fancied the idea of a GTV," he remembers. Although GTVs sold reasonably well for EMPI, none were sold outside of America and few original cars remain today, so the hunt was an ambitious one.

Roaming in Wyoming

The previous owner of Nige's example, Zach Gomulka, had located the Texas Yellow '72 on a driveway in Wyoming in December 2005. It was still equipped with chrome Sprint Stars, EMPI gauges – including the rare, EMPI logo, brass sender unit – wood dash trim, E-Z-R shifter and a number of other chrome add-ons, and still wore its original C-stripe decals. "Showing just 108,000 miles on the clock, it was trailered from Wyoming 900 miles back to Phoenix where recommissioning took place, and the GTV was put back on the road in March 2007," Nige informs us. "By May 2010, it had covered 132,000 miles when the 1679cc engine was removed and rebuilt."

But sadly in the summer of 2012 it suffered the fate none of us would ever wish on another VW owner. "On June 10 2012, it was hit broadside by a Toyota Camry whilst leaving a VW show," Nige explains. It wasn't just a light bump either, as you can see from



^ Here's a picture of the car when it lived in Wyoming, prior to the accident and fitted with ski racks. As you can see, this was no cosseted museum car or 'dry state' import. In fact, it's amazing it survived as well as it did considering its history

“hit broadside by a Toyota Camry whilst leaving a VW show”



^ > Original EMPI parts abound on this car. Some, such as the gauges, pulley and interior parts, were fitted from new, others like the air filters are from Nigel's own collection



the pictures in the panel on the right it was a high impact t-bone, which could easily have meant a sad end for this rare piece of VW and EMPI history.

Damaged goods

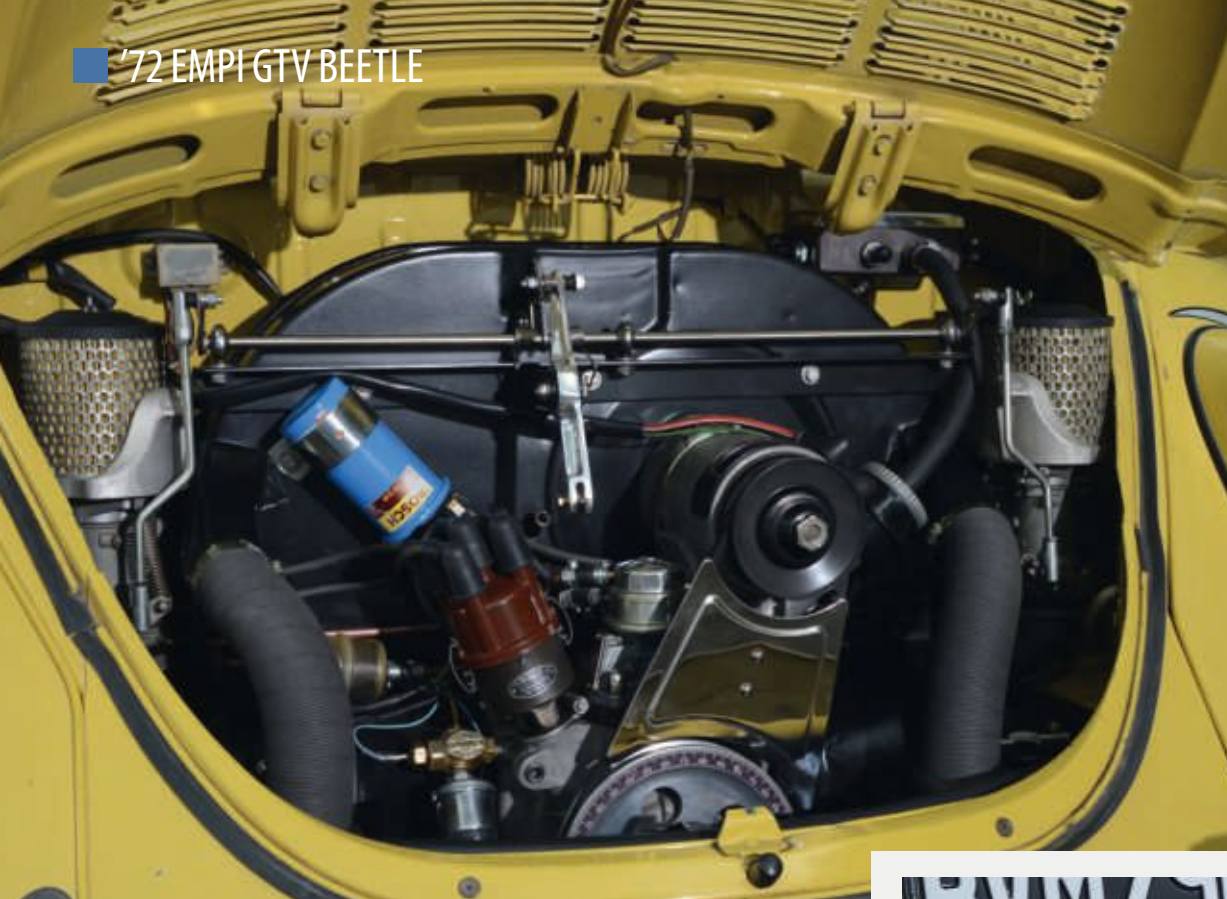
However, despite its sorry state, Nige still saw potential in the GTV. “After studying the photos, and once I’d ascertained it still rolled, I committed to buying the GTV in its damaged state and it arrived in the UK in December that year.” Some might think this madness, but original GTVs are thin on the ground and Nige had an itch he needed to scratch.

The sorry-looking GTV was despatched to V Dub Bodyshop in Audlum, Cheshire for David Lowe to work his magic. Now, we’ve seen plenty of mammoth restoration tasks in our time, but this was to be a bit different as Nige’s primary concern was to preserve as much of the original car as possible, and we can only applaud the efforts that David put into resurrecting Nige’s GTV. The only new panels are the passenger door and the lower half of the rear quarter on the impacted side, everything else has been straightened



^ > Ask yourself this – would you have bought this car from these pictures? Nigel studied the pictures intently and concluded that, while the damage was severe, it was also repairable. As you can see, it was indeed restorable, but there was still a nasty surprise awaiting him that wasn’t obvious in the photos...





^ 1679cc twin carb engine is chock full of genuine EMPI products and is said to produce around 75-80bhp

and repaired. However, there was an unexpected, nasty surprise. "The damage on the nearside was as predicted, but what we hadn't accounted for was a bad dip in the roof and a stretched effect on the non-impacted side. The door fit was truly appalling, which demanded some careful pushing and pulling of the major structural areas of the car to straighten out." This was certainly no minor repair job, and we can only commend David and sprayer, Julian Adair, who carried out the paintwork for the amount of work that must have gone into bringing the GTV 'shell back to life. Thankfully, most of the exterior EMPI parts, including the bumper overrides, bonnet and door handle guards have survived intact.

All about the globe

The outside may be what catches your attention, but open the engine lid and it's a true EMPI fan's

"open the engine lid and it's a true EMPI fan's delight"

delight with an original fan belt guard, brass oil pressure sender unit and Santana-style degreed pulley all originating from the Californian company. What's not so easy to see is the magnesium deep sump, cast ali valve covers and oil pump, or the cam gear and rockers inside the engine, all cast with the famous globe logo. "Since buying the car, I've added EMPI air filters to the twin Solex P11 40mm carbs and an original EMPI megaphone exhaust," Nige

points out. "It produces around 75-80bhp and comes alive between 3,500 and 5,500rpm."

The 4-speed 'box may be stock, but there's still that original EMPI E-Z-R shifter to work it by.

When the body was removed during the restoration process, Nige took the opportunity to fully detail the floorpan, which now features cadmium plated and stainless steel nuts and bolts throughout. The



EMPI EXPLAINED

Joe Vittone's Economotors VW dealership in California opened in 1954 and when he noticed that valve guides were wearing out on relatively new cars he decided to manufacture his own under the company name European Motor Products Incorporated (EMPI). Despite the cylinder head improvements, Beetle customers continued to moan about flaccid performance so Joe added parts from German-based performance specialist Okrasa and Austrian firm Denzel to his options list.

His attention then turned towards the Beetle's wayward handling by designing an anti-roll bar, beating VW to the idea by a year! Next came a rear stabiliser kit, or camber compensator, which limited the rear wheels tucking under during hard cornering. The company name changed to Engineered Motor Products Inc. and following a trip to Europe and a meeting with Speedwell owner and another legend in his own right, Graham Hill, resulted in Speedwell being granted manufacturing rights to some of EMPI's products. In turn, Speedwell developed some of its own products, which were then sold by EMPI in the States.

By now, the well-presented EMPI catalogue had expanded enormously and contained many dress-up parts, along with functional performance items such as high ratio rocker arms, 88mm slipper-skirt pistons, cylinders, carburettor kits and, of course, the famous BRM magnesium wheels, produced jointly with Speedwell. Not only was Joe a talented engineer, he was an expert at marketing too. EMPI jackets, t-shirts and posters being just as popular with the public as the vehicle-bound products themselves. ■



suspension has been lowered 2.5 inches at the front only on dropped spindles, while Koni red shocks soak up the bumps much more effectively than the stock units. The date matched Lemmerz EMPI Sprint Star rims, 4.5 inches wide on the front and an inch wider at the rear, suit the GTV perfectly, too. It's hardly surprising GTVs remain so desirable when they look as good as this!

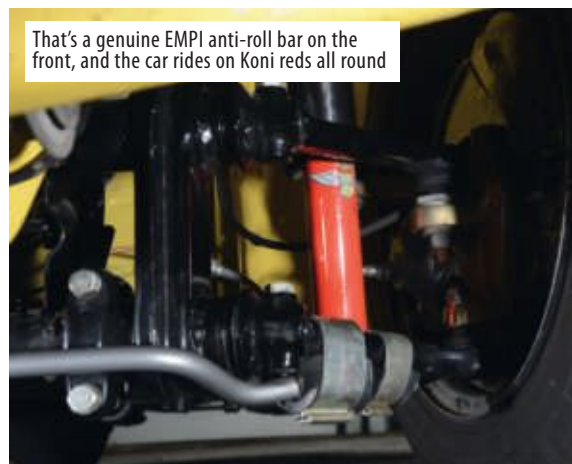
Catalogue man

It's when you step inside the cabin though that the pages of the period EMPI catalogue really come to life. From the wood dash and dash knob inserts and rosewood door tops through to the GT 'big button' steering wheel, gauges, centre console and even down to the map light, scuff plate and chrome pedal covers, it simply oozes Joe Vittone's ideas and products. The chocolate brown leatherette VW high back seats restored by Bernard Newbury match the wood perfectly and the cloth inserts in the door panels are an inspired touch, but pride of place must go to the ultra rare EMPI garment hanger, which sits above the rear seat, put to good use displaying Nige's '72-vintage racing jacket, also originating from the EMPI catalogue.

Nige's GTV first saw the light of day in '72, which sadly coincided with the decline of



^ One bonus of the extensive restoration required was that Nigel had the opportunity to detail the repaired floorpan when the body was off. Clean, huh?



That's a genuine EMPI anti-roll bar on the front, and the car rides on Koni reds all round



Exhaust, overriders, number plate surround, C-stripe kit, they're all EMPI originals, though not all were originally fitted to this car

TECH INFO

BODY: 1972 Beetle EMPI GTV; Texas Yellow; original EMPI door edge, door handle and bonnet handle guards, bumper overriders, number plate surround, filler flap trim and C-stripe kit

INTERIOR: Original EMPI wood dash inserts; wood knob inserts; rosewood door tops; rev counter, ammeter, oil pressure and oil temperature gauges; EMPI GT 'big button' steering wheel, EMPI map light, scuff plate, chrome pedal covers, garment hanger (and '72 EMPI racing jacket)

Though the EMPI name was associated with performance, a vast part of the product line in the '60s and '70s was dress-up items, and Nigel's GTV showcases a vast number of them

A working EMPI gauge set is a rare and valuable thing these days

We love the cloth inserts in the door panels

"it simply oozes Joe Vittone's ideas and products"

EMPI. In fact, by '71 Joe Vittone had decided to focus his attention back on Economotors, selling the EMPI company the following year to the Lee Eliminators division of Filter Dynamics. EMPI quickly fell into decline due to lack of experience in the VW marketplace and the EMPI logo and trademark were allowed to die. They were later resurrected by Dan Weldon, better known as Mr. Bug, but by then Vittone's company motto of EMPI Means Product Integrity had been lost forever. Without doubt, a sad ending for a company that in its peak was turning over \$6 million a year and could do no wrong. Thankfully, the good name of Joe Vittone's EMPI lives on in meticulously restored classics such as Nige's GTV.

After tackling a project many would have disregarded at first glance, Nige has no signs of slowing down either. "I'm always looking out for my next Beetle, an original Salzburg Rally car would be nice!" ■

The EMPI garment hanger hardly improves performance, but makes the perfect place to show off an EMPI clothing collection. Nige has got the EMPI bug bad



www.sealey.co.uk

sealey tools YouTube

sealey tools f

@sealeytools

LED^{THE}360 F A M I L Y



LED3603

LED360

LED3601

LED360CM

LED3602

LED360PLUS

 **Colour
Match**

Visit www.sealey.co.uk for colour options, full specification and demo video.



Show and shine

Paul Ridgwell may have bought this wild Buggy already built, but he quickly began to make improvements until he had a car he could exhibit at shows but still use for regular driving

Words Mike Renaut Photos Matt Richardson



H

ere's a little known fact, every classic Volkswagen owner in Britain lives in Clacton. Okay, I'll concede that might not be strictly true, but from the interest we got as soon as Paul Ridgwell fired up his metalflake blue Buggy

and drove it onto the seafront it couldn't be far off correct. Everyone who walked past was either building a Beetle, had a Bus (one even claimed to own a Hebmüller) or previously owned a Buggy and wanted another just like this one. Paul could have named his price for his car, or had his choice of swaps, including a VW trike in the exact same colour.

Not that Paul is even entertaining the idea of selling, he's put too much time and effort into getting the Buggy exactly how he wants it. "It was built by Mark Dryden at Flatlands Engineering in 2008 using an East Coast Buggies Classic body," explains Paul. "I bought it from eBay in 2013 after my 2006 off-road Joyner 650 was stolen. I'd done a lot to the Joyner – especially since when I bought it everything was only done up finger tight – and when it got stolen Ellie was distraught, so I had to buy something else." Paul goes to fetch Ellie. I'm expecting an introduction to a wife or young daughter but Paul returns with a beautiful 10-year-old German Shepherd who, quickly





That's a genuine Bruce Meyers surfboard, signed by Mr. Buggy himself

^ It may only be a gel coat finish, but plenty of polishing and that blue metalflake simply pops in the sun

“it does 85 flat out, but at 80 it suddenly occurs to you that you’re riding in a piece of Tupperware”



Polished Center Line Auto Drags are on a Jag / Chevy 4.75 x 5 PCD



^ Flatlands-built Buggy uses a stock balljoint beam with a single adjuster for fine tuning ride height

TECH INFO

BODY: East Coast Buggies Classic in metallflake blue gel coat

CHASSIS: 14.5-inch shortened 1971 Beetle chassis by Flatlands Engineering; 'OCD' logos airbrushed by Custom Exotics in Harlow

INTERIOR: Glass fibre Buggy seats with metallflake shells; Flatlands dashboard; custom painted fire extinguisher; Vintage Speed Black Mamba gearstick; CSP billet aluminium accelerator pedal; pinstriped tool box from Monty Roach, Minnesota; custom floor mats and handbrake gaiter by Bernard Newbury; matching pinstriping on components and 8#48 logos in gold leaf by Mackie at Cambridge Pinstriping



realising I have nothing she can eat, immediately leaps happily into the passenger seat. "Ellie loves this Buggy," laughs Paul. "If she ever goes missing at home, I find her in the garage sat in the Manx wanting to go for a drive."

Of course, Paul didn't buy the car purely for his dog. But then he hadn't expected to turn what was already a nice Buggy into a fully detailed, show worthy car either. "It was a *VolksWorld* feature on Ian Channel's chartreuse show Buggy that first got me interested in the Buggy scene," admits Paul. "When I was younger I had a 1300 '73 Beetle with a 1600 engine. It was a Cal Looker in graphite grey with a full-length electric sunroof. I drove that to the first ever Bug Jam, then later sold it. When I saw this Buggy on eBay it was the Center Line wheels that most appealed to me. That and the cartoony look. I bought it on a dull, grey day thinking it was just a nice metallic blue, but after a couple of hours driving the sun came out and that metallflake gel coat really sparkled. I saw just how crazy it was."

Show me the way

"I'd parked it at a show next to Richard Clements, who had a really nice Buggy," continues Paul. "Looking at his, I realised just how good they could be, so I started making improvements to mine." The Buggy's previous owner had done just 600 miles in the five years he'd owned it, so it made sense to go through the car. Although some of the changes Paul made will never be seen by the casual observer – for instance all the bolts holding the body on were replaced with countersunk stainless steel versions –

he's really gone to town on the detailing you can see.

Let's start with the engine, since that's benefitted most from Paul's efforts. "It's a 1596cc Beetle engine, but we stripped the block back to bare metal and painted it metallic black with a rainbow 'flake lacquer and added a pair of 40IDF Weber carbs. There's also now a Sync-Link two cog throttle cable from Lime Bug, and I had them make up a pair of polished aluminium centre caps rather than fit the standard black ones. I fitted velocity stacks because air filters wouldn't fit under the body, but even then one had to be shortened an inch to get it in place." A Mike Hausman tuned exhaust system with four equal length collectors joined a Pertronix electronic ignition system in the pile of parts waiting to be bolted into place. Also added were a full-flow oil system with oil cooler and that rather lovely BMD serpentine belt set up that, at the time of writing, is supposedly the only chromed one in the UK. "In the future, I might chat to Dan Simpson about breathing on the engine a bit," says Paul, "I'm pretty sure the internals are still stock, although it put out 81bhp on a rolling road."

A set of bespoke floor mats were stitched by Bernard



"it was the Center Line wheels that most appealed to me. That and the cartoony look"



40IDF Webers have been stripped and painted in blue 'flake' to match the body. Sync-Link linkage offers true cable throttle actuation

^ Note how even the engine wiring has been colour coded to the pinstripping, or is that just by chance?



Paul's Buggy is no show pony, getting regularly used around his home town and further afield, yet can hold its own at any show he takes it to

Newbury Auto Interiors. "He kept telling me to just go to Halfords, but I persisted until he did them!" Bernard also stitched up a handbrake gaiter. Gears are shifted via a Black Mamba gearstick from Vintage Speed and, while those Center Line wheels came with the car, Paul has since had the insides flatted and polished to match the polished outsides.

"If I'm honest, it was a bit like just chucking

"it was a bit like just chucking bundles of cash down a hole"

bundles of cash down a hole," laughs Paul. "I bought braided lines and AN fittings, then stripped all the red anodising off them to just leave the blue as I didn't want too much red on the engine." It's obvious a lot of thought went into the small details. "The top plates on the carbs originally

had brackets to hold the cross bar carburettor linkage, and were a roughly galvanised. I chopped off the linkage brackets, re-shaped the plates, had them dipped to remove the galvanising, then flatted, sanded, polished and chromed 'em."

Just look at how much pinstripping there is on the chassis – it's on the shock mounts, around the front axle, even on the oil filter. "It's a Fram oil filter that I'd left stock but everyone who saw it said 'you didn't bother with the oil filter then?' so I painted and 'flaked

that too, then had the Fram logo pinstriped on. We even chromed the starter motor and then pinstriped the underside, but only the MoT man can see that!"

The pinstripping started after Paul bought a pinstriped tool box from America and, liking the look, commissioned Mackie from Cambridge Pinstripping to match the style on various pieces of the Buggy. There's even pinstripping on the number plate, and that plate itself is another trick piece. "It's actually a mirrored plate. I saw one on a show car and the owner reluctantly told me he found it in Kissimmee, Florida and his was the only one in the UK – well, there's at least two now!"

Weird science

Wondering about that 8#48 logo on the sides? Paul points to the engine bay where a discreet pair of labels, that actually turn out to be airbrushed on, show the chemical symbols for Oxygen and Cadmium. Eight and 48 are the atomic numbers of those elements and together they form Ocd, which Paul says aptly describes his approach toward re-building this car. Then take a look at the FlameFighter fire extinguisher mounted to the transmission tunnel. The operating instructions have been replaced with the words 'no damn policeman's gonna take me alive,' but you need to speak German to know that... Naturally, it's also painted blue to match the carburettor bodies.

The finishing touch is an authentic Bruce Meyers surfboard, bought direct from the man



TECH INFO

ENGINE:

1596cc Type 1 from VW Heritage; engine block soda blasted, painted black then rainbow metalflake; painted and detailed dual Weber 40IDFs on polished manifolds; Sync-Link carb linkage with polished ali pulley covers; Mike Hausman stainless steel tuned exhaust with hand polished exhaust flanges; BMD serpentine pulley system; braided stainless lines with polished AN fittings; paint detailing by Custom Exotics

GEARBOX:

Standard 1600 Beetle 4-speed

SUSPENSION:

Stock width front beam; Sway-A-Way adjuster; Bugpack shocks; IRS conversion rear

BRAKES:

VW discs front; drums rear

WHEELS:

Polished Center Line Auto Drags; 215/60 R15 and 275/60 R15 Cooper Cobra radial T/A



You know you've a problem when you polish your exhaust after every time you drive the car to stop it discolouring! Note the mirrored number plate, too

1971 BEACH BUGGY

Paul with the two loves of his life – his Buggy, and Ellie, his German Shepherd



Grant Classic Cruisn' steering wheel looks just right against the typically neat Flatlands dash



In the back sits the tool box that inspired the pinstriping. The box was done by a guy in the States, the rest by Mackie from Cambridge Pinstriping



▲ Shifter is a Black Mamba Sport from Vintage Speed

himself. “It’s number 22 out of 100, and I had Bruce sign it before he shipped it to me,” says Paul excitedly, “then we rainbow flaked the fin to match the Buggy.”

After all that work, you might think this is a bit of a show queen that doesn’t venture out on the road, but Paul is happy to drive it whenever the weather allows. “It does about 85mph flat out, but at 80 it suddenly occurs to you that you’re riding in a piece of Tupperware.

“Like any exhaust system, the pipework naturally starts to discolour after 50 miles and, because I don’t like it with a gold finish, it gets re-polished whenever I use it. The engine alone takes over two hours to clean after a drive.” Bear that in mind when you hear that Paul has done over 5,500 miles in the Buggy

since buying it. “I was aiming for a decent enough quality to be featured in a magazine, without being an unusable full-out show car, but it helps that the

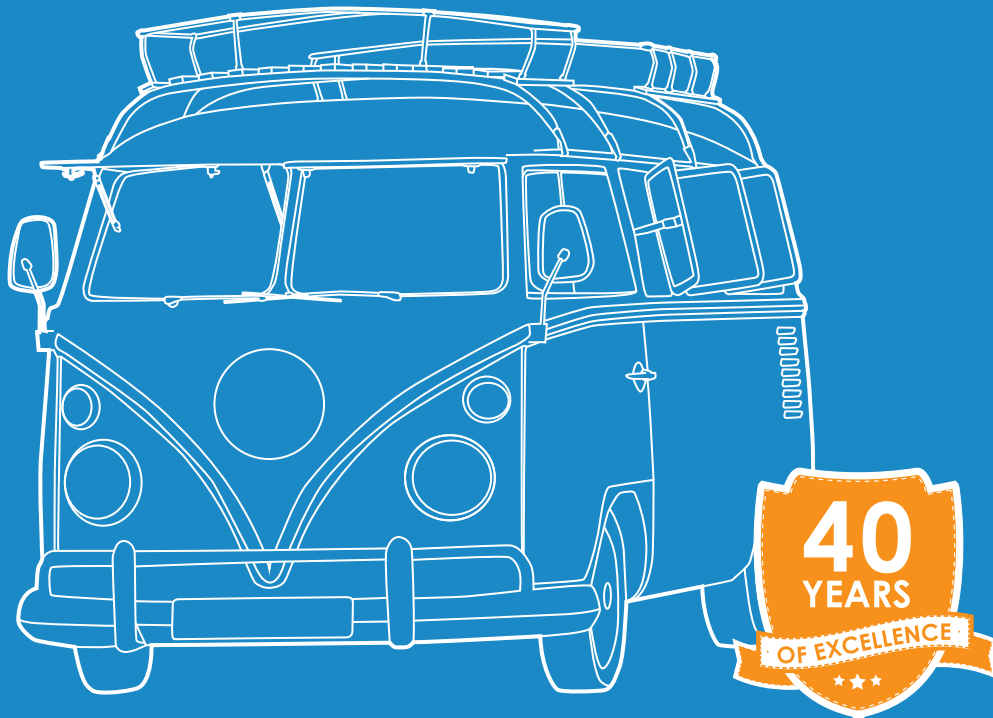
guys who originally built it at Flatlands Engineering did everything to a really high quality in the first place. I really love driving it, it’s just constantly fun.” ■

Thanks: You don’t put together a car like this without a bit of help from friends. In addition to everyone we’ve already mentioned, Paul would like to say thanks to Big Clem for showing him how beautiful a Volkswagen engine can

look, Chris Allen for introducing him to all the great people in the VW community, and all the members of the Southern Dune Buggy Club.

“The engine alone takes over two hours to clean after a drive”

Specialist Volkswagen Insurance



Benefits available include:

- FREE Legal Cover
- Modifications Cover
- Limited Mileage Discounts
- Breakdown Cover
- Club Member Discounts
- Agreed Value

Great Value Insurance Deals

Adrian Flux know how much you love your Volkswagen, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



Playing the numbers

These days, when it comes to old VWs, it's a case of the earlier the better and less is more, unless you're talking about the number of windows in a Split. Clear as mud? Read on...

Words James Peene Photos Steve Sharp

I

mmerse yourself in the crazy world of air-cooled VWs and one thing soon becomes abundantly clear, numbers are everything. Not just how much you can say you've spent or saved getting your VW to where it is now, but the year it was made,

how many still exist and so on. So, that '73 of yours? Not as cool as a '63 is it? And before Mr. '63 comes over all high and mighty, he can jog on, because Mr. '53 has just rolled into town. You get the picture?

This isn't my opinion, it's just the way the classic car scene works. Older is always better. And this is especially true when we're talking Split Screen Buses. Over the course of the last decade we've all quietly mouthed 'WTF?' to ourselves at the prices being asked for VW's once humble box on wheels, but the average Split owner is nothing compared to the hardcore Barndoor enthusiast. These boys (and girls) truly are in a world of their own.

To the outsider, all sense and reason has been checked in at the desk as early Bus perverts go running off in the pursuit of their own personal VW unicorn, and that unicorn tends to be the earliest Split Screen they can find. And if it's a Deluxe? Then you best hold onto your hat because they blow every Barndoor lover's socks clean off.

In recent times we've seen what amounts to little more than a collection of rusty floor sweepings and a VIN plate being dragged out of Scandinavian forests and put back on the road. It's madness on a Trigger's broom scale, but it's all for a good cause.

Count to two

So, the Bus you're looking at here. It's a big deal. Huge in fact, because in Barndoor terms it's as big as they come. The reason? It's reputed to be one of only two genuine 15-window Barndoors known to exist. And of the two, this is the only one on the road. And this is a '51, while the other is a '53, so it's earlier, and therefore better, right? You want a Holy Grail Type 2? This is it.







Can you imagine flagging down a taxi in Frankfurt in 1958 and this pulling over? That was just the beginning of this Bus' fascinating journey

We know people who'd give their left and their right nut to have any Barndoor, let alone this one in their garage, and yet the chap who owns and restored it, a certain Graham Dean from Ilkeston in Derbyshire has not just this, but another in his possession. Actually, he owns a whole bunch of VWs, and his name will be familiar to long-term readers for we featured his '54 23-window in February 2012. However, with 17-inch Fooks, Red9 Design front suspension, Porsche rear end and 160bhp on tap it's a wildly different animal to the bone stock 15-window here. Or, to put it in Graham's own words, "One is like driving a tractor, the other feels like a Lamborghini by comparison. Even just driving the 23-window out of the garage makes me think 'this is nice', whereas the 15-window is horrible, until you get your head round it. They're like chalk and cheese."

Good time Bobby

You could well be wondering why someone with arguably the ultimate Bus – a tweaked and tuned Barndoor Samba – would feel the need to have the 15-window in his life as well. "I wanted to be the man responsible for saving it," says Graham. "I'd known about it for years and, having restored a number of VWs, I got the bug for earlier and earlier Buses. By the time I bought it, the '51 was owned by Bobby Wilcox from Milk and Two. He hadn't done much other than scrape a bit of paint off here and there and was sitting in Rikki James' TV Bus at The *VolksWorld* Show when I flippantly asked if he wanted to sell it. At the time Bobby was talking about buying a house, so he sold it to me. If you know Bobby you'll know that he probably used the money to have a good time for six months, and he still doesn't have a house."

If you're thinking Graham came out holding the better end of the stick you'd be right, and wrong, depending how you look at it.

"I wanted to be the man responsible for saving it"

Graham matched the new upholstery to a bit of the original backrest. He used leather, rather than vinyl as it would have been originally, as he felt the grain pattern was a better match



The 15-window was about to swallow up the next four years of his free time, evenings and weekends, not to mention a large chunk of his pension pot. Plus he always knew that when it was all done and dusted, and no matter how he felt about it, he wouldn't be able to keep it after the amount of money he was going to have to plough into it. Just putting it back together would be enough. How cool is that?

Chequered cab

The answer is very, especially when you consider how bad it was. And it was bad. Very bad. This Barndoor has a

➤ Fortunately, all the hard to find / expensive pieces – like these Deluxe coat hooks – were still with the Bus when Graham bought it





Graham was looking for a replacement horn push at Hessisch Oldendorf, but came away with this complete steering wheel for a bargain price instead



Full-width dash in a Deluxe means the fuse boxes moved to here

“reputed to be one of only two genuine 15-window Barndoors known to exist”



Graham had to replace the original dash pod as his came with the wrong ignition barrel. Again, Hessisch came to the rescue



Similarly, a Barndoor clock and panel were tracked down to replace the radio Graham took a dislike to in the dash

chequered history. The story goes it was used as a taxi in Frankfurt until 1958, when it was sold to its second owner who took it with him when he moved to what was then East Germany. He kept it until 1980 then sold it to a farmer. When Hasselhoff brought the Berlin Wall crashing down in 1989, an intrepid bunch of VW hunters discovered it and brought it west.

It sounds like a Disney yarn, because the little Bus subsequently found itself sat on an Opel forecourt of all places, where it had its clock pinched and one of the side windows smashed. A deal ensued where an Opel was bought to replace the VW at the dealership and it was free to trundle down the road once more. Albeit illegally because the '51 was fitted with Belgian

plates and driven about without being registered in Belgium, and with scant regard for structural integrity or things like the TÜV. It was also painted blue and white and used in a Belgian TV series. Oh, and it had also been over on its roof at some point too, so the original roof had been replaced.

“it’s horrible [to drive], until you get your head round it”

Graham thinks this must have happened early on in its life, maybe in the first four or five years when it was in East Germany, because there’d have been little point in repairing it once it was older because no one bothered with Splits back then.

The accident had pushed the right hand side windows down into the swage line, the nearside door and a-pillar had dropped and the front chassis legs had cracked, so there was keeping the beam firmly in place. It was only the roof that was holding everything together, and that was stressed and wafy as hell as a result of the roll over. Fortunately, Graham bought this Bus to *enjoy* restoring it...



TECH INFO

BODY: 1951 15-window Barndoor Type 2, painted Sealing Wax Red, Chestnut Brown and with a white roof

SUSPENSION: Stock front beam; reduction boxes and lever arm rear shocks

BRAKES: Stock wide-5 drums

ENGINE: 1192cc 30bhp industrial motor; 6V electrics

GEARBOX: Later, post-Barndoor, split case 'box

WHEELS AND TYRES: Stock 16-inch steel wheels with Avon Tourist crossplies

^ Is this the oldest RHD 15-window in the world, or a Samba with a donor roof section? We know the roof has been replaced, but we're going with the former

Still 6V, you'd better pray the driver behind sees the semaphores when you're driving this super rare Bus

Correct quarter light latches. Just out of shot is the pre-'53 only piano hinge



Skinny 16-inch wheels and crossplies make for an interesting ride, especially in the wet!



So, after stripping it down to a 'shell, he had it soda blasted. This revealed rot in pretty much every place you'd expect in an old Split Screen Bus, which, if you know anything at all about restoring Splits, means everywhere. The amount of repair work that went into turning this Bus into the vehicle it is now is both impressive and scary in equal measures. We're talking the chassis rails from the bulkhead to the chassis tube, both front doglegs, the bottom half of the nose, repairs to the floors... You get the idea. The replacement roof needed a lot of work, too.

Aside from the accident damage, the gutters were rotten and, to add insult to injury, it had been fitted with a Behr air scoop, which Graham really didn't like the look of. The top half of the windscreen pillars were like Swiss cheese, but fortunately Graham had a replacement section that came with the Bus. The choice was easy for him. The scoop went and the replacement panel was grafted into place.

"It was only the roof that was holding everything together"

Paint by Graham

"I've invested untold hours in welding this Bus," Graham recalls. "There's 400 in the paint alone and another 500 in fitting the mechanical parts and putting it all back together." On the subject of paint, Graham carried this out himself, doing all the prep and underside at home, before borrowing a friend's paint booth to lay on the topcoats of Sealing Wax Red and Chestnut Brown. Oh, and that white roof, which has been



THE BUILD

> This was the starting point. Enough to put people not made of sterner stuff off, but it came with a replacement front clip, which came in handy later



< We've seen far worse Barndors being rescued than this. The crucial thing was that it was pretty much all there and besides, Graham enjoys welding...

> ...which is just as well, when you see the state the chassis was in. This Bus has had a hard life



< Stripping the old paint revealed the extent of repair work necessary

> Cut wheelarches had to be replaced, too



< Soda blasting revealed even more but, when you're into something this deep, you just keep going

> Graham did all the prep work at home, then borrowed a friend's paint booth to do the top coats





^ Not the original engine, but a period correct industrial unit. Huge engine bay had been undersealed, which resulted in Graham spending many hours with a heat gun and scraper cleaning it all up prior to paint

subject of much conversation amongst the Barndoor cognoscenti, because it shouldn't have it. This wasn't an option available from VW, but something seen on the Buses displayed at the 1951 Frankfurt Motor Show. Whatever, we think it looks great and, as Graham says, "It makes the 15-window look different to my Samba."

Fine whine

For all his efforts, though, one single thought was always there in the back of his mind. "I tried to do everything as if I was going to keep it, but I would have fitted a larger engine and tunnel case 'box if I was. The original engine and 'box were missing, but I found a Danish industrial motor with hardly any hours on it. It's also got a later split case gearbox rather than the full crash 'box it would have come with. First gear whines like a supercharger and the

first time I drove it I thought there was something wrong, but as soon as you shift into second it disappears entirely. It's just how they are."

At the time of going to press, Graham had just retired from his trade as a car trimmer. You'd think, therefore, the interior would have been the enjoyable part of the project, but Graham says otherwise. "I did interiors for a living, so I hated every minute

of this stage." Even so, he did a fabulous job. It's as close to stock as you can get, but with a twist. "I could find vinyl in the correct colour but the grain was wrong, so I found a closer match in black leather, so that's what I used. It's a modern hide from the current VW range, with red piping. Graham also fitted a tan woollen headliner and all of the Deluxe bits and bobs that would have cost a heap of time and cash to track down had they been missing, like the jail bars, coat hooks, ashtrays and Barndoor-only trinkets.

"I never set myself a deadline, I just kept at it until I was done. It was only last October when I spoke to

The Split Screen Bus in its purest form



Remember what we said at the beginning about numbers? This is the bit that gets Barndoor buffs hot under the collar



Ivan about displaying it at The VolksWorld Show that I really needed to finish it." It took a Top 20 trophy there and has since been awarded Van Of The Year and Restoration Of The Year at the Split Screen Van Club's AGM, but who's counting? ■

"Graham bought this Bus to enjoy restoring it"



AIR COOLED & WATERCOOLED TECHNOLOGY



Beetle.Karmann Ghia.Split Screen.Bay Window.T25.T4.Type 3.Buggy.Golf-Jetta Mk1 & Mk2.

Your one stop shop for VW Quality parts. We wont be beaten in price or ex-stock delivery!



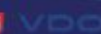
**T25 Brake Caliper, Girling Style
Special Offer €119.60**



Brand New. No exchange required!
Free VAT exports where qualified.



www.air-cooled-parts.com



Phone: +353872552578 Contact Us: Air Cooled Technology, Deerpark, Oranmore, Co. Galway, Ireland. Email: aircooledtechnology@gmail.com



Hanover at 60

This year Volkswagen is celebrating the 60th anniversary of production commencing in its purpose-built factory in Hanover, Germany. The story behind the plant that has produced six generations of VW Transporter is more interesting than you might think...

Words Ivan McCutcheon **Photos** Various sources

T

he success of the Volkswagen Beetle was referred to as an economic miracle in Germany, and the rapid escalation in sales was, quite frankly, mind boggling. When the British military chose former manager of the Opel car company, Prof. Dr.-Ing. Heinrich Nordhoff, to take over as General Director on January 1 1948, Volkswagenwerk GmbH employed 8,719 workers who, by the end of the year, had produced 19,244 vehicles. By the time Colonel Charles Radclyffe signed the trusteeship of VW over to the federal German government on October 8 1949, production had already risen to 46,154 vehicles.

Nordhoff continued to administer VW's rapid rise in production and sales, rightly realising the real

secret to success was in export sales, based on an exceptional after-sales network with reliable spare parts availability. However, the popularity of the Beetle, and this focus on founding strong export markets, held back the Type 2, both in terms of it reaching production and the ability to build enough vehicles to satisfy demand.

Type 2 production

It is common knowledge that the idea for a Bus version of the Beetle came from the Dutch entrepreneur who was first to export Beetles out of Germany, Benardus Marinus Pon, better known as Ben Pon. Pon did his famous sketch that lead to the Split Screen Bus in April 1947, but it wasn't until May 1949 that Nordhoff gave the go ahead to series production. This started at Wolfsburg on November 12 1949, and just eight examples were built by the end of the year.

With the arrival of the new decade, VW became more focussed and 8,509 Buses were built in the first full year of production. In the same way as the Beetle, the Type 2 was very quick to establish itself and the order books filled up faster than anyone, except perhaps Pon himself, expected. The production line at Wolfsburg went from manufacturing 46,154 vehicles in 1949 to 242,373 in 1952, of which 40,199 were Type 2s. In anyone's book that's a phenomenal increase!

It must have been a logistical nightmare though, as the Transporter was offered in 30 different variations, and the highest number of units per day VW could produce was 80, as so much of the company's resources were devoted to building Beetles. It quickly became clear that a second, purpose-built factory was required.

Bus factory

The question was where would be the most suitable location for the new plant? Nordhoff and the board of VW directors had no problem finding potential locations as the success of Wolfsburg, which went on to become the fifth largest city in Germany, and a huge local employer, meant a second factory was a very favourable economic proposition. In seven years, Nordhoff had

“founding strong export markets held back the Type 2”



Some of the first Single Cab Pick-Up Type 2s to be built at Hanover



Exterior of Hall 1 at Hanover circa 1960 with a Deluxe Microbus, Kombi and Double Cab Pick-Up in the foreground

“the vast new plant rising out of the fields graphically demonstrated the positive changes and progress, both economically and socially, Germany was going through at the time”

> Construction of the new factory during the spring of 1955. It took less than a year to build!



^ Five years after the shot on the first page was taken. What a difference

increased the Volkswagen workforce from 8,719 to 31,570. And that's only the employees working directly for VW, not the thousands more employed by the sub-contracted companies such as SWE, Bosch and Hella, which made the parts VW itself did not produce.

VW was inundated with offers from around 230 cities and towns throughout West Germany, all keen to reap the benefits the new factory would undoubtedly provide.

Nordhoff made his choice, but had to convince the Supervisory Board of the benefits one of the 12 districts of Hanover offered. The location he had his eye on was Stöcken, situated to the north east of the city. His reasons for choosing this site were twofold: firstly, there was a large railway marshaling yard on one side, which would

provide direct links to major cities and ports for vehicle transportation. Secondly, the Mittelland Canal ran past the proposed site. And as Wolfsburg

“VW was inundated with offers from around 230 cities and towns”

is also on the banks of the Mittelland Canal (that site being chosen originally for that very reason) the Hanover Stöcken site offered both a direct link with Wolfsburg and an important connection to the water network of Germany for the movement of raw materials, as well as links with countries outside of Germany including France, Belgium, The Netherlands, Switzerland, Poland, the Czech Republic and the Baltic Sea.

The VW Supervisory Board signed off the new factory proposal on January 24 1955, and on February 4 that year a contract was signed between Volkswagen and the city of Hanover for the sale of the 1.1 million square metre plot of land in the Mecklenheide area of Stöcken.

Rapid growth

The façade of the new factory was to have similarities to Wolfsburg, likewise the characteristic saw tooth roof. All architectural work was carried out in house by the VW Building Design Department and the speed with which the new factory was built is truly astonishing. Nordhoff himself laid the foundation stone on March 1 1955, but it was far from the pomp and ceremony seen at Wolfsburg in May 1938 when Hitler laid the foundation stone in front of 80,000 people. This time around, there were just 372 employees, most of whom were builders, it was

“a second factory was a very favourable economic proposition”



➤ Worker making the final checks to the engine of a Late Bay Window Kombi



◀ Front and rear suspension units for Type 2s were made in Hall 2

freezing cold and the ground was covered in snow.

As the month progressed, the winter thaw kicked in and the site became a mud bath, causing real headaches for the workforce that had now grown to over 1,000. Lorries delivering bricks, steel, cement, glass and roofing felt became stuck and the only option was to create makeshift roadways.

Due to the magnitude of the construction, numerous temporary buildings were erected as site offices, housing for workers etc. After three months, the workforce had grown to 2,000 and the walls were already about four metres high. Around 30 cranes worked around the clock and cement mixers churned out 5,000 cubic metres of concrete per day. This was used to create 600,000 square slabs. A mind boggling 256,000 truckloads of earth was removed from the site in total.

The real value of VW

Once the new factory was underway, Nordhoff set his mind to the workforce that would run it. He knew VW wouldn't be able to manufacture any Type 2s without a fully trained local workforce and is quoted as saying, "The value of a company is not in buildings, machinery, nor banknotes, but the people who work for it and the spirit in which they do it."

VW paid employees very well, so people were keen to secure a position at the new factory. To put that into context, VW's hourly wage was 2.5 Deutsche Marks, while the average factory worker's wage in Germany at the time was 1.2 Deutsche Marks.

The company employed 3,000 local people, long before the new plant was completed, and paid for dedicated train services to transport them from Hanover (at 4.10am!) to Wolfsburg station. The new trainees disembarked, walked over a footbridge and were in the VW factory where they were trained on the original Type 2 production line in groups so when the new factory was ready, they would already be up to speed.

The Beetle was fast approaching a huge landmark in production. On August 5 1955 the one millionth Beetle rolled out of the factory and the need for more was insatiable. This proved beyond any doubt how essential the Hanover factory was.



"The value of a company is not in buildings, machinery, nor banknotes, but the people who work for it and the spirit in which they do it"

Heinz Nordhoff



Positive change

By February 1956, the new factory was nearing completion. The body presses were in place, 10kms of railway line had been laid to connect it directly to the existing rail network and on March 8, just 14 months after the foundation stone ceremony, the first test of the new VW Type 2 Transporter production line was carried out.

The magnitude of this achievement would be impressive even today, but the vast new plant rising out of the fields graphically demonstrated the positive changes and

▲ Type 1 engines were made at Hanover and transported to Wolfsburg by rail



> Thursday October 16 1958 in Hall 1. US bullet indicator and semaphore Buses were built alongside each other

✓ Fancy being one of the workers who had to lift Type 1 1600cc engines into Buses? We thought not...



> VW engine assembly was moved to the new factory at Hanover: This is Hall 2

“the new factory was to have similarities to Wolfsburg”

progress, both economically and socially, Germany was going through at the time.

Full series production commenced on April 20, with 250 Type 2s built per day. This soon rose to 300 units and, by the end of the year, 62,500 units had been made at Hanover.

The workforce had escalated to 6,044 by 1957, aiding a total production of 91,993. With the export network set up for the Beetle already in place, two thirds of these vehicles were sold outside Germany, bringing valuable foreign currencies into the Germany economy and bolstering VW's buying power.

Hanover employees had every right to celebrate in 1962 when the one millionth Type 2 rolled off the line, at a time when the factory was knocking out between 700 and 800 Buses every day!

Motor works

One element you may not be aware of is VW's Hanover plant was far from just a Bus factory, although this is what it is best known for. Something equally important to the history of Volkswagen





◀ Rare shot of Hall 1 in colour. Do you see anything you'd like? What model and what colour?

“a new factory within the Hanover confines specifically to build air-cooled engines”

also took place there. With Wolfsburg at capacity churning out Beetles, more space was needed to increase production so the decision was made to build a new factory within the Hanover confines specifically to build air-cooled engines, along with Type 1 and 2 front suspension and transaxles.

Work started on what became known as Hall 2 on October 20 1957. The new 1,705,000sq.ft building was to be 1,023ft long and 948ft wide. If these figures mean nothing to you, consider that a quarter mile drag strip is 1,320ft. The combined frontage of the two halls at Hanover is 3,480ft, and that's over half a mile!

Hall 2 was completed in less than a year and, in November 1958, the first pieces of machinery installed that would produce Type 2 front end assemblies. VW was now faced with the logistical nightmare of transferring all the machinery involved with engine production from Wolfsburg to Hanover,



without disrupting production. Consider this: VW stood to lose the revenue from 4,000 vehicles every day engines were not made.

The planning and organisation involved had to cover every minute detail with no room for error. Every machine location had to be not just planned, but the space made ready to accept the machinery. Mounting points needed to be exact, all electrical elements in place and checked, plumbing for water pipes ready to connect and so on. Equally, the numerous components manufactured by sub-contractors, such as pistons, barrels, distributors and coils, needed to be ready and waiting in their appropriate place in Hall 2.

Eight VW departments worked on the project, four at each factory. The Planning team worked with Factory Maintenance,

▲ Production lines of Hall 1 were churning out 700-800 Type 2s per day by 1962





^ In 1962 the landmark of the millionth Type 2 produced was celebrated

Hall Management, Transportation and Electrical departments and, on Friday March 22 1959, the machinery at Wolfsburg was loaded onto trains bound for Hanover. In total, 70 transport trucks were needed.

On Saturday, everything was lifted into place by crane, workers wired and plumbed them all in and Sunday was spent testing all the hardware. Amazingly, on the morning on Monday 25 March the

four engine production lines went to work. It was business as usual, just not at the usual place!

“In just six years, Hanover had built a million Buses!”

Hall of plenty

Along with the four engine production lines, Hall 2 had 11 other component production lines and provided a further 6,000 jobs in the Hanover area. Completed assemblies destined for Hall 1 to be fitted to

Type 2s arrived via a raised steel conveyor between the buildings, anything destined for Type 1s (Beetles) went straight onto trains to Wolfsburg. The engine production lines made 1,000 engines per day, most of which were for Wolfsburg. These were delivered

^ New Bay Windows leaving VW Hanover by rail



HANOVER FACTORY EXPANSION

VW's Hanover plant has constantly been expanded. The first shot from 1959 shows the original factory (now known as Hall 1) along with the new factory, Hall 2. The grey line between the factories is the enclosed conveyor feeding Hall 1. The colour shot shows the Mittelland Canal, a key factor in VW choosing this location, and the extent of the growth of the plant in modern times.



by rail, on trucks holding 166 engines (nine crates of 36 engines) at a time. Hall 2 went on to produce not only the Type 1 engine, but also later the Type 3 'pancake' engine, Type 4 and later water-cooled engines, including the Type 25 Wasserboxer.

In July 1967, during the annual factory holiday closure, Halls 1 and 2 at Hanover were re-tooled ready for production of the new Bay Window, which commenced in August that year. In 1968, production of the Type 2 passed the two million mark. In just six years, Hanover had built a million Buses!

In 1980, the Bay was replaced by the Type 25, and in 1981 Transporter production passed the five million mark. 1990 saw the end of rear-wheel drive Transporter production in Germany, with the advent of the front-wheel drive T4, heralding in the format that remains in use in today's T6.

There's still more to the story though. Aside from the various generations of Type 2, the Hanover plant has also been responsible for the VW Load Transporter (LT Van), Taro Pick-Up, 26,531 Type 181s, 2,600 Basistransporter CKD kits, a number of MAN trucks and today the Amarok and the bodies of Porsche Panameras.

Sales of the Type 2 may have necessitated the construction of the factory in the first place, but we doubt anyone back then imagined VW would still be making Transporters 60 years later. Congratulations VW, you've earned your bus pass! ■



Quality time

The Danbury SURF
from **£38,995 OTR**



www.danburymotorcaravans.com
01454 310 000



Danbury
MotorCaravans



Camping fields were a bit of a free for all, but we mean that in a good way. Plenty of room for everyone to spread out

The Camper&Bus Show

The lure of camping at a castle with a weekend of soapbox racing, family entertainment and loads of VWs was all we needed to be Eastnor bound

Words and photos James Peene

Everyone knows about our annual shindig, The *VolksWorld* Show at Sandown Park, but did you know our sister mag, *Camper&Bus*, has its own yearly gathering at Eastnor Castle in Herefordshire?

Now in its third year, there's already a great buzz about this event, which for 2016 was held over the weekend of 29-30 July. But if, like us, you'd never had any real reason to visit Ledbury until now, you'd be surprised by how lovely the area is. Think chocolate box scenery, a quaint little nearby town and, of course, a castle. Which, if you want to bore your chums at next year's event, you can tell them was built in the 19th century, so is actually a mock, or revival castle.

Whatever, there's nothing mock about the VW show *C&B* puts on there. The organisers try to do something a little different through the attractions

they put on. For example, it's the only VW show on the calendar that offers a soapbox race. It's free to enter, all you need to do is read up on the rules, build your soapbox, turn up with it and be willing to fling it down the hill.

There's also a dog show, which sounds corny, but is always a big hit with spectators and dogs alike, loads of kids entertainment and live music. Lots of it. Highlights for the tipsy lot I was with (myself included) had to be the East European Elvis impersonator (I think someone told me he was Moldovan or something), the '80s cover band who brought Saturday nights proceedings to a close, or the German oompah band, who mixed Bavarian brass with covers of popular acts people as old as me simply aren't meant to recognise.

These attractions are all well and good, but we all go to these shows to look at VWs first and foremost and fortunately,

“ Highlights for the tipsy lot I was with had to be the East European Elvis ”

there were plenty to take in. Both in the show 'n' shine on the Saturday and Sunday and in the camping area, which was scattered about the castle's grounds so everyone who camped it up had more than enough room to spread out.

If there was one thing we'd criticise this great little show for it's the trade / swapmeet area. There needs to be more. There simply aren't enough stands to keep you coming back over the course of the weekend, as once you've been round it once, you've pretty much seen all it has to offer. But, only being three years in, it's still early doors for this show and we're sure more traders will come now the word is out about how truly fab this event is. It also didn't help that there were another three shows taking place on the same weekend. Whatever is taking place next year, we know where we'll be, and that's back for more at Eastnor Castle. ■



There wasn't a huge amount of swapmeet, but what was there was really good



^ Vintage coolbox anyone? There were some great examples to choose from on this stand



Cool combo. Original Westy tow job was old school caravan chic



^ Stop cutting up Buses! Lots of donor panels mean lots of VWs have been sacrificed to create this pile



< Spence from The Old Dub Shop's red Westy and the former Lowly Gentleman Bay were without doubt the lowest Buses in Eastnor over the weekend



This Trekker was a cool looking ride. Isn't that right, monkey?



Super original Dormobile is owned by a really enthusiastic couple, so is in safe hands. How fab is that interior?



It was perfect weather for these two rail jobs. Proper *Mad Max*!



Never thought we'd see a final edition Bay being used on the roads of Blighty

> Featured a while back, this patina Panel Van was in good company with that Chevy stepside. We loved both





◀ The dog show was popular with participants and spectators alike. The worse behaved the dog, the more everyone cheered!



Split Ambulance scooped the Best Other Air-Cooled trophy

“More traders will come now the word is out about how truly fab this event is”



Smile for the camera



Fresh out of the Classic Car Revivals' stable, this '63 Split turned heads and took the Coolest Split award home for its efforts



Dove Blue Kombi on SA Sprints ticked all our boxes. The owner had some cool bits and bobs for sale, too

> Undoubtedly the king of Late Model Bays, the Champagne Edition. This one was in truly epic original condition

✓ Lucky 13 was a properly made piece of kit. It was our favourite, but one thing it wasn't was fast



Soapbox racers in the zone. Visualising the course didn't help, all you needed to do was keep off the brakes and on the course



Chocks away. Just one of the many interesting entries in this year's soapbox challenge

“It's the only VW show on the calendar that offers a soapbox race”



Cooliest Bay? We awarded that trophy to this super clean Deluxe Microbus



Clean '73 looked like a nice ride. Lettered Firestones on the rear a nod to *The Bandit*?



Made & Manufactured in
the UK.
Keep British Industry alive

NoiseKiller

PROFESSIONAL NOISE REDUCTION TECHNOLOGY



Clutch Claw
has now been
modified to fit the
Bay Window and Split
Campers Keep you
Camper safe with the
best security device
on the market



Noisekiller on Rear Load Space



Noisekiller Egg Box on Roof



Noisekiller Barrier mat used on wheelarch

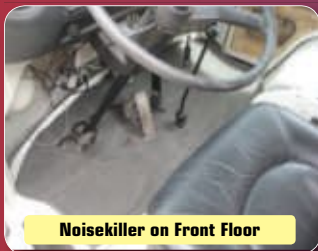


Noisekiller sound barrier used on rear bulkhead
under rear seat

Noisekiller on Middle Floor



Noisekiller on Front Floor



Noisekiller sound Barrier on floors



Noisekiller Barrier mat on front and rear wheel
arches, transmission tunnel, & doors

Roof kits
£150

Front
and Rear
Kits
£185

Full Kits
£300

BEETLE KIT CONSISTS OF

- Front wheel Arch • Front and Rear Floors
- Transmission Tunnel • Doors • Rear Sides
- Rear Wheel Arch • Under Rear Seat
- Rear Bulkhead • Parcel Shelf

All for £199 ! plus shipping

0161 652 7080

www.noisekiller.co.uk

Part 2 – Revealing the rust

Lloyd Jackson at Deluxe Metal Works guides us through the process of body cleaning, rust removal and some initial chassis repairs on his 1950 Split project

Words and photos Lloyd Jackson



When it comes to removing paint and cleaning up rusted areas of an old car, it is important that it's done correctly. Over the years I've seen so many nice cars that have been blasted and ruined by so-called professional media blasting firms. If the blaster has no real experience of paint removal and rust cleaning on a vehicle body, they can do untold damage to good sections, warping otherwise straight panels and causing more work in the long run. This is mainly caused by using the wrong media, or too much pressure straight on a delicate panel.

We always choose media blasting over chemical dipping for several reasons. Mainly, we've found chemicals can get into body seams and create problems

later down the line. Also, media blasting exposes thin metal that really should be replaced. That might create more work in the short term, but at least you discover what needs doing at the outset, which makes the work a lot easier.

If you want to go down the route of having your VW's body media blasted, there are loads of professionals out there,

but please do your homework before you select a firm. Look at some of their previous work, talk to customers and assure yourself that

you are happy with the quality of their work. Having a good understanding of the process of media blasting, and selecting a good operator will help you achieve the perfect start to your restoration. Be warned though, old VWs generally have to get worse before they start getting better... ■

“old VWs generally have to get worse before they start getting better”



▲ The first stage of cleaning a body is to manually strip off as much paint as possible before even going near it with any type of media blasting. Not only does this speed the process up, it will save you money with the blaster, too



⤴ Using an industrial paint stripper, the layers of paint begin bubbling up in front of your eyes and can then be scraped off by hand. This is a horrible, dirty job and the strippers are harmful to skin so work outside if possible and take all necessary precautions to protect yourself. As you can see, this body has been three different colours in its 65 years, but the original Bordeaux Red was found under there eventually!



⤴ The body is then steam cleaned to remove as much of the remaining stripper and paint as possible, prior to media blasting

“ We always choose media blasting over chemical dipping ”



⤴ The first stage of media blasting is to blast the internal structural areas of the body. We had half of the under bonnet area cleaned to provide this 'before and after' shot



⤴ Unsurprisingly, we found multiple areas that were heavily rusted through. Like this dash to fuel tank support panel. As expected, the body of the car is starting to look like a teabag. This panel is going to be particularly difficult to fix and will probably need a body cut from another pre-'55 car to do the job properly. You can see here how even the bottom of the dash is rusted through. We will hand make a new panel and graft in new metal to repair this



⤴ The rear bumper hangers, rear inner wing section and lower rear quarters are going to need a load of love. All of these sections will need to be replaced. We'll have nothing but the best and therefore will be using high quality repair panels from Wolfparts and Metal Restoration in Sweden (www.wolfparts.com)

⤴ Sadly, there's not much left of this original heater channel section...

⤴ The rear luggage support panel is also peppered and is going to be one of the hardest panels to repair as it's such a big piece and there's so much rust damage throughout. Note the inspection hatch in the middle of the panel – this is only present in pre-1953 cars, making it almost impossible to find another. This will almost certainly need to be a handmade repair, but we love a challenge



⤴ The framehead / firewall panel is totally ruined. We'll be looking for a replacement body cut for this section also



⤴ There's been an atrocious job made of welding up these semaphore holes in the past. If you look closely, you can see loads of metal distortion from having a plate welded in to fill the hole. This will be a tricky repair to put back to stock



RESTORATION SERIES

Split Bug

> The front inner wing looks to have a little lower nose damage, and the bottom three inches of the a-post section just seem to be missing



^ The windscreen scuttle panel has rusted through where the bonnet seal should be. Surprisingly, the window frame corners and the aperture itself are in very nice condition



< ^ After the body was blasted, we pulled it back into the shop and hand sanded the outer quarters. Media blasting can be too aggressive for these panels, so rather than risk warping, we just ask the blaster to leave them be



< The lower a-post area has seen better days. Notice the inner strengthener and hinge mounting point is missing the bottom six inches

> A huge thanks to the guys at Aqua Blast in Acton, Suffolk (tel. 0333 321 0757) for taking care of our body in preparation for us to start the metalwork stage. The Deluxe team has used Aqua Blast many times in the past, including on some very high-end Porsche and Ferrari projects, and we totally trust their judgment. Aqua Blast offer many different forms of paint removal and media blasting and usually etch prime the bodysells before collection, though on this build we opted to have the Split left in bare metal, just applying WD40, which will be washed off prior to painting. This is partly because of the timeframe, but also because it makes identifying repairs more straightforward and unpicking panels easier



And so to the floorpan...

✓ So now the body is all cleaned and we've had a good look at the extent of the metalwork required, we have made a huge panel list that we now need to work on sourcing. We will look globally for all of these. Our advice when restoring a car like this is to ensure that panels and parts sourced are of the best quality you can afford. Aftermarket repair panels can be very hit or miss, but these days there are a number of places offering very



good, year specific reproduction panels. As with most things in life, you get what you pay for. On the upside, even though you may spend a little more than you'd like, the labour time in fitting will be shorter and the overall result will be to a much higher standard. So, while we're waiting for these parts to arrive, we started on the chassis. Like the body, this seems to have had a hard life and needs a load of love to bring it back to its former glory

✓ With the body off, stripping a Beetle chassis is a relatively easy task, but this one has serious rust issues that caused a few problems along the way. Most of the bolts either broke or stripped their threads when we tried to undo them, but these are just things to take in your stride



> After removing the gearbox and front beam, we steam cleaned them ready for stripping and rebuilding at a later date. We will cover this in a later instalment

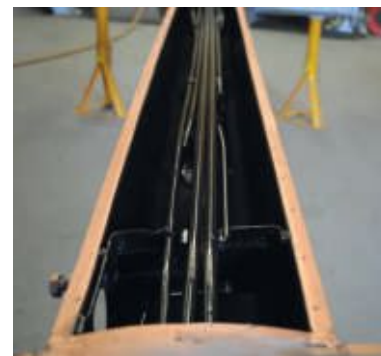


“ epoxy primer because it is non-porous and therefore offers excellent anti-rust protection ”

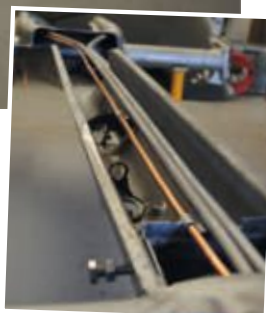
^ With the chassis stripped down to the bare spine, it is obvious there are lots of repairs required. The conduits the cables run in all appeared to either be broken or blocked with mud, silt and snail shells, which is also present in the main chassis spine, leading us to believe this car was parked somewhere wet and muddy for an extended period at some point in its life. We decided the best way to deal with this is to unpick the underside of the spine section and investigate its condition inside. It's an arduous job but is the only way to access the area and the conduits within



< New fuel line, heater cable tubes and clutch cable tube all fitted and epoxy primed. We use epoxy primer because it is non-porous and therefore offers excellent anti-rust protection. We applied it in aerosol form so we didn't have to get involved mixing big quantities



^ > After locating and drilling out all the spot welds along both sides of the spine, we had it media blasted so we can start metal repairs and fuel and cable tube replacement. Note here we have fitted the new copper fuel line



> After the primer, the inside of the spine was painted black, even though no one will ever see it once the underside is welded back in place. Around the edges of the spine we used a copper weld-through primer, which offers excellent conductivity for stronger welds



^ > The next job is to repair the Napoleon's hat section, which has some pretty bad rust issues. First, we cut out the main rusted areas then hand made repair panels to fix this section as there is a lack of quality repair panels available for early cars like this



^ After the repairs to the inside of the spine, we welded the underside section back in place, making sure the spot welds were put back just as if it had left the factory. Note all the holes where we drilled out the original spot welds have been plug welded



RESTORATION SERIES

Split Bug



^ > We then had to fabricate these complex sections to make the repair. Parts like this are checked numerous times for fitment as they are being made and then again prior to welding in place



^ < Next step is to rebuild the underside of the Napoleon's hat section, but before anything is welded into place, the inner cavity is cleaned, rust proofed and epoxy primed for longevity



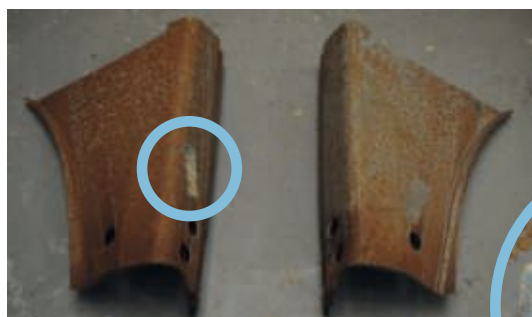
> With the Napoleon's hat area completed, we turned our attention to the tunnel itself. As you can see, the lower side of the main spine section has rusted through so we cut this out, made a new section and grafted it in



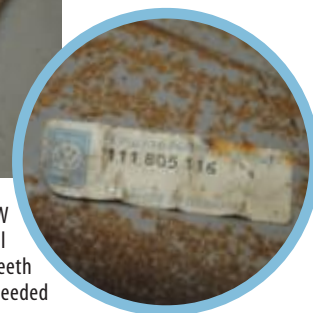
^ Here's the new copper fuel line emerging from the tunnel at the front. It is always best to replace this when you have the opportunity as rusted fuel lines will almost certainly cause running issues at a later date and replacement in a factory style is all but impossible when the car is back together



^ The first of our repair panels to arrive. This excellent reproduction bulkhead and heater channels were sourced through Custom & Commercial (www.customandcommercial.com)



^ > Another nice find, at the recent Lavenham historic VW show, was this pair of new old stock inner a-post panels, still with their VW labels attached. These are literally like hen's teeth to find so we were well chuffed to find them just when we needed some. They will be media blasted prior to fitting



Next month: Deluxe Metal Work will continue work on the chassis and make a start on the extensive bodywork repairs. We wish them luck!



The Footman James

CLASSIC CAR SHOW MANCHESTER

SEPTEMBER 17-18

EVENT CITY



100s of Iconic Cars from All Eras

Popular Classics, Classic Sports & Supercars

Trade stands & Autojumble

Live Action - Rally Stage

Concours

Car Clubs

Private Entries

Cars for Sale

ManchesterClassicShow

@Manclassicshow



TICKETS ON SALE NOW!

(Just off J9 M60)

Book tickets via the website, or call 0844 888 9991

Advance Adult Tickets just £12.50 | Kids **FREE!** (under 16's accompanied by a paying adult).

www.manchesterclassiccarshow.com

All information correct at time of publishing.

Calls 5p per min from a BT landline, more from mobiles (depending on your provider)

FREE Parking

Trade & Club enquiries welcome | On the door entry £15.00

ALL NEW FOR 2016!

PANCHITO 044™

HI-VELOCITY

62cc Intake
Port Volume

12mm 3/4" Reach
Spark Plug holes

Higher
Exhaust Port
Velocity

High Quality
AUTOLINEA
Casting

Available
in 3 bore sizes
(STD, 90.5/92 & 94)

Panchito 044™ &
CB Logo are cast in!

Available
BARE with
Seats & Guides



We've added extra material around the combustion chamber to give the Panchito 044™ more strength & support for larger bore cylinders.



The 35.5mm exhaust ports have a reduced bowl size and increased short turn radius, creating phenomenal port velocity, improved low end, and mid-range performance without sacrificing top-end power.



The 40mm Intake Ports have a small port volume of 62cc and flow an incredible 162 CFM, with 300 feet per second port velocity!



All new casting designed for maximum cooling efficiency. Increased heat dissipation allows for lower head temps and longer engine life.



More information
available online...

559-733-8222 1-800-274-8337
info@cbperformance.com

**CALL FOR
DEALER
PRICING!**



Standard Features:

- 12mm 3/4" Reach Spark Plug Holes
- 40mm x 35.5mm SUPERGRIP™ 214N Stainless Steel Valves With Stellite Tips
- SUPERGRIP™ Chromoly Valve Spring Retainers
- SUPERGRIP™ Valve Locks

- Three Angle Performance Valve Job, +2 Valve Angles, 30° & 45° seat.
- Manganese Bronze Racing Valve Guides
- Tungsten Carbide Alloy Valve Seats
- Single Hi-Rev Chrome Silicon Valve Springs

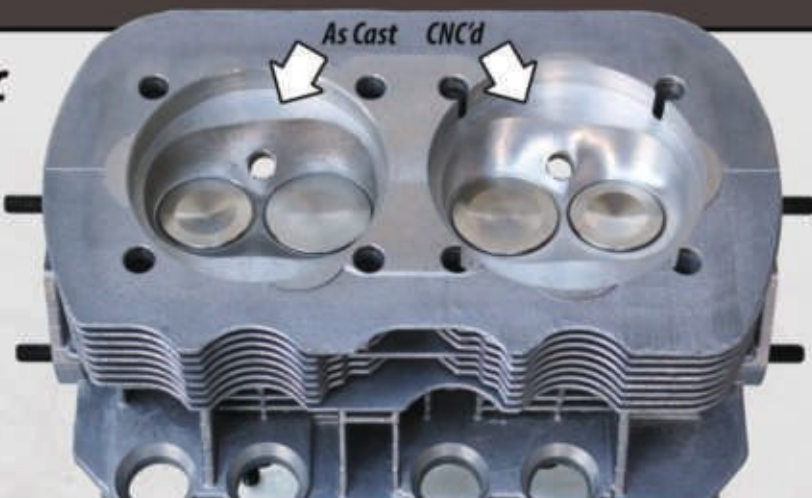
Upgrade Options:

- Titanium Retainers
- Dual Hi-Rev Springs or VW650 Springs
- SUPERGRIP™ Snakeskin Valves

Standard 54cc "High Quench" Chamber (As Cast)

Flow @ 25"

- .100 - 46.7
- .200 - 89.50
- .300 - 125.6
- .400 - 145
- .500 - 155
- .600 - 161



Optional 61cc CNC Chamber (92, 94 Bore only)

Flow @ 25"

- .100 - 50
- .200 - 96
- .300 - 138
- .400 - 158
- .500 - 167
- .600 - 171

Panchito 044's were used in Scot Link's Winning Engine for the Baja 1000 (Challenger Class)



2332cc Turnkey Engine featuring Panchito 044's built for Mike 'Cheez' Brown of Sublime with Rome



CB PERFORMANCE
HIGH PERFORMANCE
RACING PRODUCTS

Complete Online Catalog:
cbperformance.com

Autocamp



www.flagseller.co.uk

**"THE" most
innovative Flag,
Pole, Windsock
and Kite retailer
in Europe.**

**New range of Saltrock
skimboards and
skateboards NOW in
stock!!**



**New dragon kites
now in stock!.**

**Orders mailed
worldwide**



**Contact us via facebook
at Autocamp Flagseller**

www.flagseller.co.uk



"It was a great adventure especially for the children."

"Amazing comfort, the beds were great, equipment plentiful and dinky"



LUXURY HIRE • ONLINE STORE

www.campervantastic.com

CAMPERVAN HIRE

- Top of the range, comfortable VW California Campervans for UK & European adventures. Seating up to seven people, fully equipped and ready to go.
- DAB radio, music media ports, sat nav and TV/DVD player included as standard.
- Luxury bedding, drive-away awnings, bike/kayak/surf & ski racks, BBQs, hammocks, kites, snow tyres/chains and extreme climate packs available.
- Travel planning and 'try before you buy' consultations available with our Campervan Guru!

CAMPERVAN AND CAMPING SHOP

- Drive-away awnings, cooking and dining equipment, campsite guides and campervan books, kites, kayaks, outdoor toys.... Buy online or at our showroom.



Bookings/enquiries +44 (0)208 291 6800

email hire@campervantastic.com



Follow us on
Twitter & Facebook

Unit 5, 118 Stanstead Road, Forest Hill, London, SE23 1BX





✓ If you're reading this Mr. Guérin, please get in touch!



OWNER INFO

NAME: Ian Cushway
OCCUPATION: Editor
CAR: '68 Bug
WORK THIS MONTH: Lots of air being sucked through teeth...

Where to start?

Having finally arrived, Ian decides where to go next with his Portuguese import '68

To be honest, I've spent the last few weeks breathing a huge sigh of relief. If you missed last month's instalment, I spotted the '68 1500 online, paid for it then waited what seemed like an eternity for it to be transported from sunny Portugal to my home in Brittany, France. At one point, I was convinced I'd been mugged off and that the closest I'd get to seeing the thing would be a fuzzy screen image from the original advert. Oh ye of little faith...

So it's now been sitting cosily in my workshop for the best part of four weeks while I've variously been trying to get my first issue of *VolksWorld* to press and decide what I am actually going to do with it.

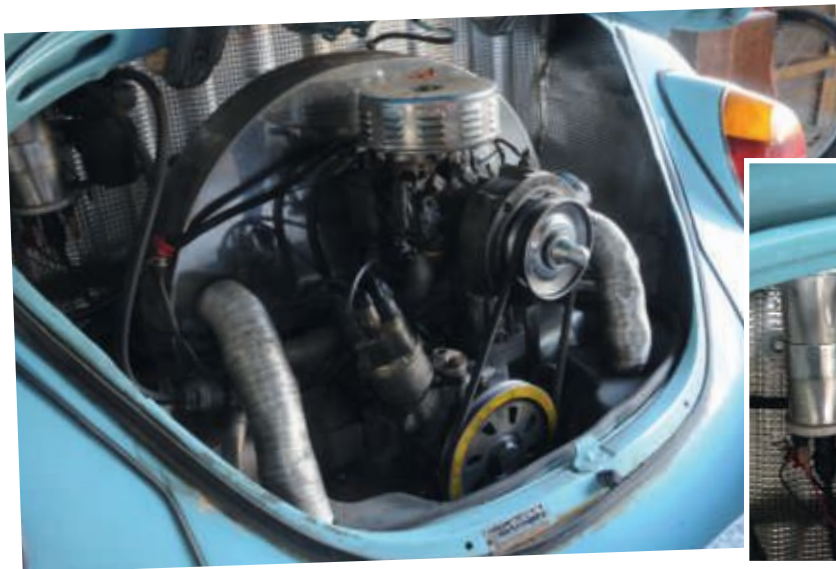
So here's the plan. Firstly, I am going to make it roadworthy, take it for its *Control Technique* (the French equivalent of an MoT) and go from there. In the meantime, I need to investigate precisely what's involved registering



◀ Interior is all there but worn and scruffy. The seatbelts are frankly pointless because they only attach in one place. Can anyone identify the colour?

it here in France. I've been sent the vehicle's logbook, another virtually indecipherable signed document and a receipt from the seller, so I am hoping that will be enough for the local *préfecture* in Vannes to grant me the necessary *Cartes Grise*. The last time I was there registering the Audi, it took two return visits and lots of Gallic shrugging of shoulders before they relented.





⤴ The engine has been fiddled with externally already. It's had an alternator conversion, an 009 dizzy fitted and an electric fuel pump added at some point in its past. The previous owner obviously liked the chrome look, judging by the 30 horse-style fan housing, the chrome-plated tinware and the EMPI-style air filter



⤴ Under-bonnet area is a mess, not helped by the fact that someone's coated everything with thick, black bitumen. There was no spare wheel so just as well it's had an electric washer pump added

Then somewhere hopefully down the line, when it's registered, insured – and has a valid ticket – I'll run it, sort any mechanical glitches and generally start an ongoing programme of sympathetic rejuvenation. Well, something along those lines I guess.

Quick shift

Meanwhile, while rustling up the energy to kick start the project and make all that happen, I've been going round assessing what I've actually bought and what needs doing.

Starting with the engine, judging by the H-code, it could (should?) be as described – a 1500cc – but it's far from original, so that's not a given. The most obvious non-standard aspect is the amount of chrome and, in particular, the 30 horse-style fan housing. Usually, these aftermarket items don't offer as efficient cooling as the stock housing, especially if, as I suspect, it's the type with no

“I'll run it, sort any mechanical glitches and generally start an ongoing programme of sympathetic rejuvenation”



internal vanes, flaps or thermostat. Chrome parts aren't necessarily a good thing in an engine bay because they tend to run hotter. As the old saying goes, chrome don't get you home...

Someone's obviously fitted a Bosch 009 dizzy and I guess without the vacuum advance there will be a slight flat spot from idle with the standard carb set up, but we'll have to wait and see. Either way, the '80s-look smoked cap will have to go as they're rarely as good as the standard item.

It's also got a calibrated pulley. Some are smaller in diameter than stock pulleys, turning the fan slower and thus compromising cooling, so I'll have to get a measure on it at some point. It's also had an alternator conversion, but that's a good thing.

Another aftermarket item is the chrome air cleaner. Again, they're never as efficient as the original, so I'll be looking to replace it with the standard oil bath affair if I can find one secondhand.

The car's had an electric fuel pump

⤴ This aftermarket fusebox scares me, as does the spaghetti wiring and primitive looking wire connectors. Ideally, I'd like to put this all back to original at some point, but it may just get tidied up in the short term

fitted and our resident tech guru, Mark Walker, recognises it as possibly being from a Mk1 Goof. Whether it's simply because someone sheared off the Bakelite pedestal in the engine previously or intended to fit twin carbs (the extra fuelling comes in handy) is uncertain. It's sitting alongside the coil on the firewall. Incidentally, Mark warned me about fitting an aftermarket fuel filter made of plastic, or one that unscrews in the engine bay, due to the risk of engine fires. It's best, he says, to site them under the fuel tank or on top of the gearbox.

Inside job

The rest of the Bug looks reasonably honest, although my attention was immediately drawn to the positive camber at the rear. I can see some spring plate adjustment will be on the cards soon. The seats are okay but the material on the rear bench looks non-original. The rest of the carpets, or what's left of them, will all need replacement. There are seatbelts, but they're single point affairs in that they're only bolted to the b-posts! That's something that will need sorting out immediately.

Underneath, it's all solid. The bumper hangers look tidy, the sills are devoid of horrible holes and it's still got the original jacking points.

Doing my Poirot bit, I am guessing it underwent its first makeover a decade or so ago. The colour's not period correct, there's no chrome trim in any of the window rubbers and the carpets are all aftermarket. But the fact they sprayed under the dash and behind the door cards suggests whoever did it was reasonably thorough. It's just that it all needs doing again. Properly this time. ■

➤ Quality... but at least the radio works. Or, more accurately, crackles



EVIL BEN'S.



**RESTORATION
MODIFICATION
PAINT**

07929726351 BEN@EVILBENS.CO.UK

WWW.EVILBENS.CO.UK



www.customandcommercial.com

Suppliers of VW parts for your Beetle, Split, Bay, Ghia, T25, T3 and T4



9th - 11th September 2016

BUSFEST

Up to

-15%

* exclusions apply

OFFER

*excludes Klassic Fab, CSP, Wolfgang, Kits, NOS, Used and Restored products

B43228 German quality Beetle rear stainless steel chrome finish luggage rack 49-67 	V00088 Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler 
B39938 Complete heart lights with Hessia lenses 8/52- 7/55 	Genuine VW complete handle set working on one key - Used 61-63 S29914 
T99201 German quality complete front wheel arch skin Right 80-91 	S74388 SOLO complete rear straight axle kit for splitscreen bus 55-97 
S72991 German quality internal door release surrounds 68-72 	S27719 German quality deluxe dash grab handle ivory with polished ends 55-67 

Klassic Fab Panels

We are continuing to expand our range of Klassic Fab Repair Panels

K00333

Klassic fab
complete
cargo floor
RHD 66-67



K00738

Klassic fab
rear valance
59-65



K00278

Rear
outrigger
Left 50-7/59



K00676

Klassic fab
complete rear
corner Right 62-67



K00488

Short sill in
front of rear
wheel arch 14
inch 50-62



K78898

Front step repair outer
skin Right 56-62 & 62-67



FREE DELIVERY

*ON ALL UK WEB ORDERS OVER £35
* exclusions apply

Tel: 01372 452622 / 01372 458604

We accept:



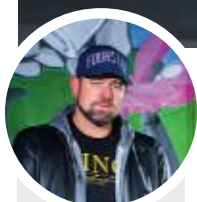
JOIN US ON FACEBOOK



www.customandcommercial.com

Unit 11, Bookham Industrial Estate, Church Road, Great Bookham, Surrey, KT23 3EU

www.customandcommercial.com



OWNER INFO

NAME:
Jon Robinson-Pratt

OCCUPATION:
Photographer

CARS OWNED:
'64 Bug

WORK THIS MONTH: Fix the accelerator cable, properly this time, and sort out a lot of other little niggles

Fast food is good for you!

My last report ended something like this: So a happy ending? Not exactly! The trip home... Well, here's what happened

I am, of course, referring to my trip home from The VolksWorld Show. It was late on Sunday evening, it was hammering down with rain and I was only four miles from Sandown Park. Cruising gently towards

the M25 (not my favourite place!) and the engine suddenly went from 2,000 revs to about 10,000 revs, to the point it sounded like it was about to explode. My heart sank. I pulled into a lay-by, yet again, to investigate. Thankfully, it was a simple problem, but not so simple to fix in a lay-by in the pouring rain. Turned out the accelerator cable I had installed on the side of the M25 in rush hour two days previous was the wrong way round. Not back to front – I'm not that stupid – but I had hooked the pedal end onto the eyelet 180 degrees the wrong way round so every time I floored the accelerator the end of the pressed-on hook section was coming out of the guide tube, snagging and not returning fully. Cold and tired, I was not about to attempt yet another cable install, so I freed it up and continued on my way, using minimal acceleration as far as possible.



^ Renewing this small plastic bush makes a huge difference to the way the shifter works



Naturally, the same thing happened again and again and again on the way home until, on reaching a certain popular fast food establishment somewhere near Stonehenge, I had an idea. After sinking a banana thick shake, I cut a small section of drinking straw, wrapped it round the cable end so the hook could slide freely in and out of the guide tube, secured it with a cable tie and bingo! My 'slippery slidey sheath guide thingy' worked a treat all the way back to Devon. They don't call me 'MacGyver' for nothing!

> Banana thick shake straw repair worked a treat



^ I now have indicators that self-cancel. Hurrah!



^ Steering box spills its guts...



^ Nurse... hand me the syringe

A day tinkering

Rather than just trust it to keep on working forever though, a week later I took a day out of shooting for the magazines to concentrate on fixing the accelerator cable issue once and for all, and addressing some of the other little niggles that have been bugging me. A man needs a full day of tinkering with spanners every once in a while.

At the show, I had purchased a decent quality multiple strand wire accelerator cable on Mr. Gosling's advice. The one I replaced on the M25 was a

cheaper single strand cable and, whilst it got me out of a tight spot, I didn't really trust its longevity, so I replaced it – again – making sure it was hooked on the correct way round this time. Greased, tightened and set correctly at the carb end, it now works a treat.

The pedal assembly, on the other hand, did not, so this was also stripped out, cleaned and lubed. But why stop there? The gear change had bothered me in its lack of accuracy so this also had the spanner treatment. A new front bush and a coupling were fitted and now the gear selection is tight and positive, not sloppy and full of guess work. The indicator stalk had never returned to the off position since I bought the car, so I whipped the steering wheel off and re-set the cancellation ring. Job done. Not quite.

The steering had developed an annoying squeak and seemed a little tight, even with the front end jacked up off the ground. Investigations were in order. First off, I looked at the steering box. Below it the beam was covered in oil so it seemed plausible that it was leaking, and who knows for how long it had been doing so. I Googled steering box problems and fixes and didn't really fancy the prospect of removal, overhaul and / or replacement. I did, however, read that replacing the oil with grease is a good fix (apologies to the purists) but I still didn't fancy removing the

unit and taking it apart. Instead, I had another idea. Presuming most of the oil had escaped, I opted for packing the unit with grease through the oil filler hole using a syringe. It worked and now the steering box is nicely lubed up and seems to work better. They don't call me 'Bodge it and Scarper' for nothing!

But the annoying squeak was still present. Upon closer inspection, I noticed the king and link pins had grease nipples on them. According to the Haynes manual these are

supposed to be greased every 3,000-6,000 miles. Who knew?! A quick squirt with the grease gun and multiple spins of the steering wheel and the squeaky squeaker has been silenced and the whole steering now feels much smoother and silkier. But still why stop there?



^ Out with the old, in with the new



< Old, cheap fuel filter on left failed. New one on right



> Another Friday afternoon pulley. After too many of these, I've stepped up to a billet ali one

It seemed logical that, whilst I was fettling the steering, I should replace the steering coupling, too. Now, I know this is an easy job with the fuel tank out of the car, but I don't like to do stuff the easy way, or remove things unless I absolutely have to. After some fiddling under the front wheelarch, the old, original (read: knackered) bush was removed and replaced with a new OE rubber version, not a urethane repro type as I'm told these can go hard and crack over time (another quality piece of advice from Mr. Steve Gosling). Incidentally, I hope you all saw the front cover and feature last month on his unbelievably awesome '61 ragtop. The car really is one of the best Beetles I have ever photographed and I was honoured to have been given the opportunity to shoot it.

Moving round to the rear of the car, I replaced the glass fuel filter that was showing signs of leaking. I know the pitfalls of having fuel filters in the line before the pump above a hot manifold, but mine is mounted to the far left of the engine on the body of the car so I'm confident it's okay. I'm glad I did replace it as the one that was on there was a cheap version with plastic ends which had twisted and stretched. Shoddy!

Lastly, I have been experiencing problems with alternator pulleys of late. That is to say they keep cracking. WTF?! And before you say 'you should have used a genuine one', a while ago I removed a cracked pulley and replaced it with an original one. That also cracked, so I ordered another. I put this on and fired up the engine and it had obviously been made on a Friday afternoon as it was clearly out of balance and wobbled back and forth so much it fouled on the alternator body. As a result, I dipped my hand very deep into my pocket and forked out on a billet ali pulley as a last resort. I have to say the quality is extremely good. It looks awesome and spins with the precision of a Rolex movement so, as far as I'm concerned, is worth every penny. ■

buy online: www.autocrafteng.co.uk

email: sales@autocrafteng.co.uk

Tel: +44 (0) 24 7639 8217



See our website for the full range of **Wolfgang** safari windows



Rear bumper, slash cut
Typ 2, 59>67

111-012-107



£115

Brake drum,
Rear (5 stud)
Typ 2, 71>79



211-609-615
£45
each



Front safari window kit,
polished - Typ 2, 55>67

211-847-411/8PS

£599.99

Westfalia plaid pattern
upholstery material

Various Colours



£46.00
per meter

Engine Gasket set, Elring
Upright/Type 1 engines.



111-188-007/AFE

£16.25



211-711-169/A
Shift rod
coupling
front
Typ 2
62>79

£9.00



Master
cylinder
adaptor
kit
Typ 2 >67

211-611-021/A

£35

Scan Here
to get
our up
to date
price list



Price List



PUMPS FOR PROFESSIONALS



Made in the USA



BUY GENUINE PRODUCT
Quality ~ Reliability



EUROPEAN WAREHOUSE

www.glencoeltd.co.uk



from **£28.48**

POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE



from **£66.53**

CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SUPPRESSION



from **£44.95**

CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT

from **£33.15**

'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- APPROVED EEC 95/54
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST



from **£79.00**

CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER

PRICES EXCLUDE VAT @ 20%

Tel: +44 (0)1784 493 555

Email: sales@glencoeltd.co.uk

INSURANCE FOR ALL VW'S



Last year thousands of Camper and Bus owners swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

Policy Options Include:*

- Buses
- Beetles
- Modified VW's
- Multi-vehicle policies
- Agreed values
- Discounts for Car Club Members

**Subject to underwriting criteria*

Open 7 days a week

Call our Camper & Bus team

0844 573 3588

Or Get A Quote Online

www.performancedirect.co.uk/vw



**PERFORMANCE
DIRECT.CO.UK**

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.



Our 'BEST' Deal In CLASSIC CAR INSURANCE

Looking for a **NEW** policy or just a great deal on your **RENEWAL**, our classic car policies deliver exceptional cover at very affordable premiums



Multi-Car up to
Discounts **50%**

Modern & Classic
Cars on One
Policy*

Special Rates
for Collections

FREE Agreed Value

FREE Breakdown
& Recovery

Club Member
Discounts

Various Mileage
Options

Terms & Conditions apply

PBIS only uses High Quality Insurers.

*Subject to Insurers terms please ask for details

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority



Specialists in the art of restoration and modification

Top Notch




1963 Type 3 needed major reconstruction due to extensive corrosion

Finished in a 2K high lustre gloss black

Give us a call to discuss your dreams



01939 235 707 – info@creativecoachworks.co.uk
www.creativecoachworks.co.uk
Unit 1, The Old Creamery, Aston Road, Wern, Shropshire. SY4 5BA





Weber and Dell'Orto performance carburettor kits and spare parts from THE specialists

- Twin Weber ICT kits jetted for Type 1/2/3/4 and 25 including Waterboxer
- Twin Weber IDF/ Reconditioned Dell'Orto DRLA kits jetted for Porsche 356 Type 1/2/3/4 and 25 including Waterboxer
- Twin Dell'Orto 36FRDA single choke kits jetted for T4
- Various linkage & manifold kit options including CB Performance and CSP
- Fuel pumps, air filters, trumpets, various linkage and manifold kit options including CB Performance and CSP

Beware of cheap Chinese copy Weber carburettors!



www.dellorto.co.uk
email sales@dellorto.co.uk









GLENCOE
U.K. Concessionaires

FILTER KING



Used professionally in:

- Off Road Sports
- Historic Racing
- Historic Rallying

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality

ALWAYS BUY ORIGINAL EQUIPMENT

Historically original equipment with
ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME
TEL: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk



Importers VW vehicles & parts for Beetle and Bus.






Parts sales:

Mail order service on all parts. Rust free panels, axles, bumpers, body sections, seats, doors etc etc.
See website for more details.



57 Beetle, original paint, on the road £9995



66 Walkthrough bus, Nice project £14995



74 Westfalia widebed, original paint, cool truck £12995



69 Westfalia pop top, rust free. From £13995

T: 01792 927672
W: www.fbivw.com E: info@fbivw.com

WHO SAYS YOU CAN'T
SLAM YOUR GHIA AND FIT A SPORT EXHAUST
WITH HEATER BOXES?



YOU CAN!

WITH A CSP PRODUCTS SUPER COMPETITION EXHAUST
AND HIGH PERFORMANCE HEAT EXCHANGERS!

GERMAN PARTS FOR GERMAN CARS

www.csp-shop.de | www.facebook.com/customspeedparts

GO TO PRODUCTS:



What you should expect from your camper insurer

A business you can trust
Independent and family owned since 1965

Speak to the same person everytime
Your personal client manager

All the features & benefits
You would expect from a classic car policy

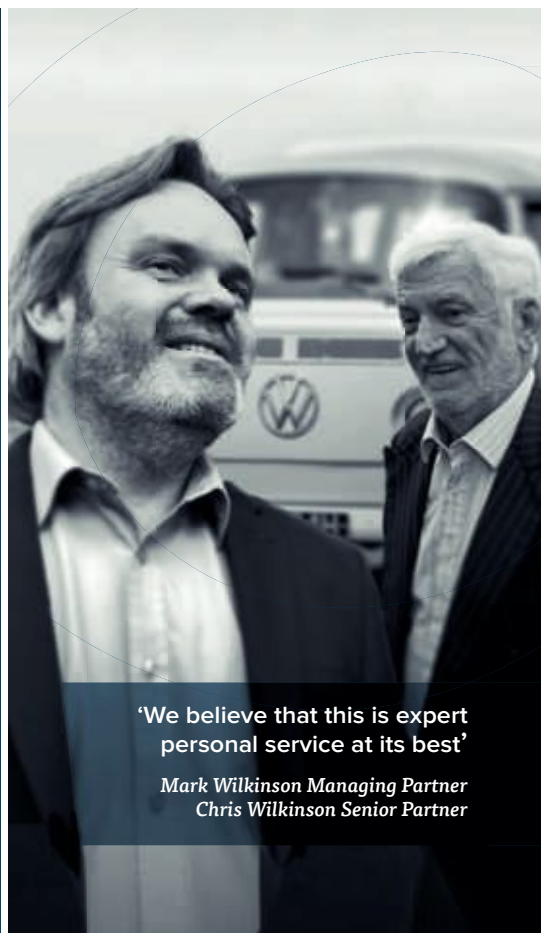


To speak to your personal
client manager call now on

0121 248 9224

www.heritagecarinsurance.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.



**'We believe that this is expert
personal service at its best'**

*Mark Wilkinson Managing Partner
Chris Wilkinson Senior Partner*

Bringing back the spark

Fitting an electronic ignition kit is the way to greater reliability and a more consistent supply of voltage to the spark plugs

Words and photos Rob Hawkins

Many of us have suffered engine trouble caused by the distributor's points gap closing up, or the condenser failing. A distributor's points and condenser are fine when they are working, but for peace of mind, an electronic ignition conversion is undoubtedly more reliable, with the added bonus that it doesn't need servicing or renewing, and helps provide a more consistent supply of voltage to the spark plugs.

There are lots of electronic ignition conversion kits available. Some include a completely new distributor, whereas others consist of parts to replace the points and condenser, which are fitted inside a standard distributor.

The following steps show how to fit an electronic ignition kit from H&H Ignition Solutions to a Bosch distributor that's similar to the popular DC009 model. It consists of an ignition module that replaces the points and a trigger wheel that sits on the distributor's shaft. Magnetic pick-ups between these components calculate when to deliver the spark to the HT leads via a standard rotor arm and distributor cap. ■

JOB INFO

TOOLS NEEDED:

Adjustable spanner
Screwdrivers
Magnetic pick-up tool
Crimping tool
Spanners / sockets: 8mm, 10mm, 30mm
Timing strobe or bulb and wire
Wheel chocks

MATERIALS USED:

Electrical connectors
Marker paint
SKILL LEVEL: 2
TIME TAKEN: 1-2 hours
COST DIY: £85



△ Old fashioned points and condenser ignition works fine if it's in good condition. The problem is it needs regular maintenance and you never know if, or when, it's going to fail. Save the hassle and worry and go with a fit and forget electronic solution



➤ Our electronic ignition kit came from H&H Ignition Solutions (see www.h-h-ignitionsolutions.co.uk) and cost £85. Other similar versions are available but we chose this kit after hearing good reports about it from other classic car owners

HOW TO Convert to electronic ignition



01 REMOVE THE DISTRIBUTOR CAP: Make sure the engine is switched off and the keys are removed from the ignition. Leave the handbrake on and the wheels chocked – you don't want the vehicle to move when you're working at the back of it. Inside the engine bay, use a screwdriver to release the two clips at the sides of the distributor cap, then lift up the cap and move it aside. The cap will be re-fitted later, unless you intend to renew it



02 REMOVE THE ROTOR ARM: The plastic rotor arm simply lifts off by prising it up using your fingers. It can only be fitted in one position on the top of the distributor's centre shaft and, assuming it is still serviceable, will be re-fitted, along with the distributor cap that was removed in the last step. If there's a plastic cover concealing the points, remove this (it may not be possible to re-use this part)



03 FIND THE SCREW FOR THE POINTS: Look inside the distributor for the points. They are secured with a small machine screw that needs to be undone and retrieved, along with a couple of washers. This can be very fiddly because you need to lift out the screw and its washers without dropping them. A magnetic pick-up tool often comes to the rescue here. Again, the screw and washers will be re-fitted later so put them somewhere safe



04 EXTRACT THE POINTS: A low tension wire from the points will be attached to a wire that runs to the condenser on the outside of the distributor and the coil. Detach this wire, then the points can be removed from the distributor. You may find it easier to lift the points up a little to be able to detach the end of the wire



05 REMOVE THE CONDENSER: If a wire to the condenser and coil is fed through the body of the distributor via a rubber grommet, it will need to be removed. Carefully push it out using a screwdriver. The condenser is secured to the side of the distributor with a single screw. In some cases this can be very difficult to remove without undoing the distributor's clamp and rotating the body. If you are having difficulty, the condenser can be left in position (redundant) and its wire tied up



06 FIND THE NEGATIVE TERMINAL ON THE COIL: Detach the wire from the condenser that's connected to the coil and make a note which terminal it is fitted to. It should be the negative terminal – some coils have a marking on the body to indicate which terminals are negative and which are positive. One of the wires for the new electronic ignition will also be connected to the negative terminal on the coil

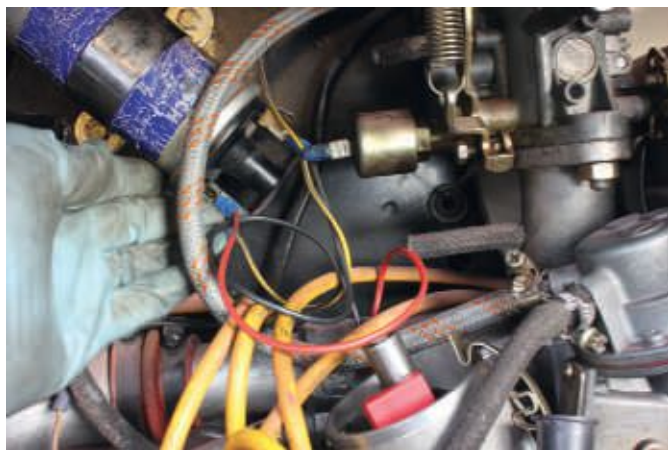
Convert to electronic ignition

07 FIT THE ELECTRONIC IGNITION

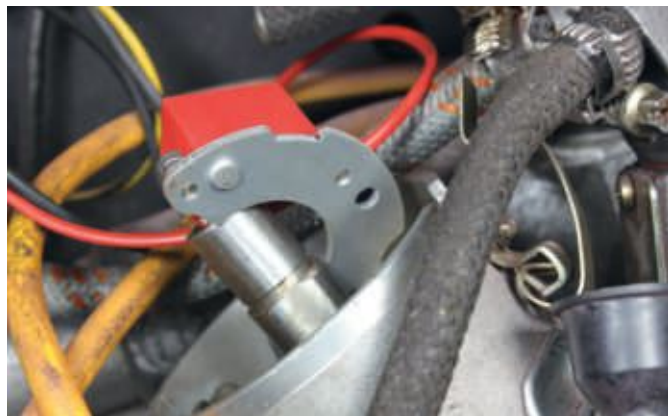
MODULE: Lower the new electronic ignition module into the distributor, but do not fit it at this stage. Feed the two wires from it through the hole in the distributor where the wire between the points and the condenser was routed. Push the wires' rubber grommet into the hole in the side of the distributor to ensure a watertight seal



08 CONNECTOR TROUBLE: If the connector for each wire from the electronic ignition module cannot be fitted through the hole in the side of the distributor, cut them off, feed the wires through and fit new connectors. This isn't always the case, but some aftermarket distributors only have a small hole in the side, not large enough to push the connectors through



09 CONNECT TO THE COIL: Connect the red and black wires from the electronic ignition module to the positive (red wire) and negative (black wire) terminals on the coil. If there are no spare terminals, extra ones are supplied in the kit. Additional terminals can be added to the coil by undoing the small nut that holds them in position. This may be a little awkward to do in situ, so undo the 10mm bolts that hold the coil's clamp to the fan housing, which will release it and provide more room to work on the coil



10 LOCATE THE ELECTRONIC IGNITION MODULE: Look at the underneath of the electronic ignition module for the locating dowel shown here. Look inside the distributor for the hole where this should sit and for the threaded screw hole where the screw from step 3 was extracted. Trial fit the electronic ignition module, making sure its dowel sits in the hole and the threaded hole can be seen



11 SECURE THE ELECTRONIC IGNITION MODULE: Add a smear of white heat sink paste (supplied in the kit) to the base of the electronic ignition module. Secure the module inside the distributor, ensuring its locating dowel is correctly positioned. Re-fit the screw that was extracted in step 3. If a spring and plain washer were extracted in step 3, ensure the spring washer is on top of the plain washer



12 FIT THE TRIGGER WHEEL: Take the black plastic ring from the kit (the trigger wheel) and slide the larger hole over the shaft of the distributor. Push it down until it's adjacent to the red plastic part of the electronic ignition module. Check there is sufficient slack in the wires from the module, then re-fit the rotor arm and cap. Start the engine and raise the revs to check for any problems. The engine timing may need to be checked and adjusted (see section opposite on Engine timing)

01 FIND THE TIMING MARKS:

It's worthwhile checking the engine timing to get the most out of an electronic ignition conversion. Also, make sure all the ignition components (spark plugs, HT leads, coil) are in good working order. When you're ready, look for any timing marks on the crankshaft pulley. A standard pulley will have some little notches, whereas the aftermarket pulley shown here has measurements in degrees



02 TIMING STROBE:

A popular method of checking engine timing is to use a timing strobe. Connect its leads to the battery (positive and negative terminals), run the engine, point it at the crankshaft pulley

and increase the engine revs to around 3,000rpm. Depending on the type of distributor fitted, the timing could be around 30 degrees after top dead centre (ATDC)

03 TIMING STROBE ADJUSTMENT: If the engine timing needs to be adjusted after checking it with a timing strobe, switch off the engine and slacken the 10mm nut for the clamp around the base of the distributor. Run the engine and slowly twist the distributor to achieve the desired timing. Watch your fingers near the dynamo or alternator pulley. When you are satisfied the engine timing is correct, switch off the engine before tightening the clamp bolt



04 STATIC TIMING WITH A BULB:

If you don't have a timing strobe, it is possible to check the ignition timing using a wire and a small 12V bulb. The wire must be connected to the base of the bulb

(the live connection). Connect the other end of the wire to the negative terminal on the coil (the same connection for the condenser), and secure the side of the bulb to an earth, such as the return spring on the carburettor or similar

05 STATIC TIMING ADJUSTMENT: Switch on the ignition, but do not run the engine. Turn the crankshaft pulley clockwise using a 30mm or adjustable spanner. Look at the timing markings on the crankshaft pulley. When the bulb illuminates, note the pulley's position at 12 o'clock. Check the figures in the box below to get the correct timing for your engine. If it's wrong, slacken the 10mm clamp for the distributor and adjust it to alter when the bulb illuminates (ie to alter the timing)



06 CARBURETTOR ADJUSTMENT:

If the timing has been adjusted, you may find the engine doesn't run very well or runs too fast on tickover.



Try adjusting the screw near the end of the throttle cable, which helps to raise or lower the revs. There are also two other screws on the left side of most Solex carburettors, which can help alter the running of the engine. The lower screw is for idle mixture and the volume mixture or idle adjustment screw is at the top.

Turn the throttle adjusting screw (inset) anti-clockwise until the end no longer touches the stepped cam. Wind it in so it just touches, then turn it a further quarter turn clockwise. To increase revs, wind the idle screw out (anti-clockwise) and to reduce revs, wind it in. Finally, adjust the idle mixture screw (the larger of the two) by winding it inwards until the revs begin to drop, then outwards (anti-clockwise) until they increase again. Stop when the revs no longer continue to increase and wind back in again until they drop, then back out a quarter of a turn. You need a CO meter to do it properly, but this method will get you pretty close.

TIMING FACTS & FIGURES

Beetle	1961-'64 1200cc	10deg BTDC @ 800-950rpm*
	1965 1200cc	10deg BTDC @ 800-950rpm*
	1966-'67 1300cc/1500cc	7.5deg BTDC @ 800-950rpm
	1968 1500cc	0deg TDC @ 800-950rpm*
	1969-'70 1500cc/1600cc	0deg TDC @ 800-950rpm*
	1970 1600cc	0deg TDC @ 800-950rpm*
	1971 1600cc	5deg ATDC @ 800-950rpm**
	1972-'73 1600cc	5deg ATDC @ 800-950rpm**
	1974 1600cc distributor type: VW 043-905-205C, 0231 176 028	5deg ATDC @ 800-950rpm**
	1974 1600cc distributor type: VW 043-905-205, Bosch 0231 170 034	7.5deg BTDC @ 800-950rpm*
	1975-'79 1600cc fuel injection	5deg ATDC @ 800-950rpm**
Bus	1960-'63 1200cc	10deg BTDC @ 800-950rpm*
	1964-'65 1500cc	10deg BTDC @ 800-950rpm*
	1966-'67 1500cc	7.5deg BTDC @ 800-950rpm*
	1968 1600cc	0deg TDC @ 800-950rpm*
	1969-'70 1600cc	0deg TDC @ 800-950rpm*
	1971 onwards 1600cc	5deg ATDC @ 800-950rpm**

* with vacuum hose disconnected and plugged; ** with vacuum hose connected

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** PLEASE VISIT POCKETMAGS.COMOFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO VOLKSWORLD MAGAZINE**DELIVERY / PAYERS DETAILS**

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

Email

GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

 **BEST UK DEAL • SAVE 10% • BEST UK DEAL • SAVE 10%**☐ I WISH TO PAY BY DIRECT DEBIT (UK ONLY)**£49.14 SAVING 10% taken every 12 months PLUS FREE VALET PRO CLEANING KIT**

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

--	--	--	--

Signature Date

Originator's Id number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

  **PAY BY CHEQUE / DEBIT / CREDIT CARD**☐ UK 6 issues at ~~£25.20~~ **SAVING 5% £23.94 (NO GIFT)**☐ UK 13 issues at ~~£54.60~~ **SAVING 5% £51.87 PLUS FREE VALET PRO CLEANING KIT**☐ USA / EUROPE: 13 issues at **£69.49 (NO GIFT)**☐ REST OF WORLD: 13 issues at **£75.99 (NO GIFT)**☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCardCard number

--	--	--	--

Security number

--	--	--	--

Valid from / Expiry date /

Signature Date

(UK ONLY) PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, VolksWorld subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

(INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

VolksWorld subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

*FREE gift subject to availability, we reserve the right to offer an alternative product at the same or higher retail value. On receipt of your order your free gift will be delivered within 25 working days. Offer/prices available until 5th September 2016. Kelsey Publishing Ltd., uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk or call 0333 043 9848. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email on data.controller@kelsey.co.uk or call 0333 043 9848.

**VOLKS
WORLD****2 EASY OPTIONS...****OFFER 1. DIGITAL EDITION****FREE VOLKSWORLD
APP AND
SAMPLE ISSUE****PAY JUST £37.99
FOR 13 ISSUES
AND SAVE 27%***

*27% saving based on digital cover price of £3.99 per issue. FREE gift not included with digital subscription orders.

**AVAILABLE ON
THE APP STORE AND
POCKETMAGS.COM****SEARCH: VOLKSWORLD**

SUBSCRIBE TODAY

WHICH ONE SUITS YOU?

OFFER 2. **UK PRINT EDITION WITH FREE GIFT**

FREE VALET PRO CLEANING KIT WHEN YOU SUBSCRIBE WORTH OVER £23

Subscribe today to get your favourite magazine every month, plus your car gets a treat too with these fantastic Valet Pro cleaning products, absolutely FREE!

Advanced Neutral Snow Foam: A high foaming pre wash used to remove traffic film and other grime prior to shampooing a car. This product sits on the surface and encapsulates dirt, lifting it from the paint surface and carrying it with the foam when rinsed off.

Advanced Poseidon car wash: Using a special blend of cationic and polymers this car shampoo removes dirt with ease and when rinsed a protective gloss enhancing film is left on the paint surface. This sacrificial layer helps prolong the protection of your wax or sealant.

Mad Wax: Manufactured using a blend of Montan & Carnuba waxes, it's easy to use, has fantastic gloss and importantly offers up to three months durability. It's easy to apply and buff to a high gloss shine.

PAY FROM JUST
£49.14
EVERY 12
MONTHS
SAVING 10%*



SUBSCRIBER
plus

ALL PRINT MAGAZINE SUBSCRIBERS
ARE AUTOMATICALLY MEMBERS OF
SUBSCRIBER PLUS, GIVING YOU:

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
 - Exclusive discounts on your favourite brands
 - Free entry into subscriber only competitions

shop.kelsey.co.uk/subscriberplus

3 EASY WAYS TO ORDER

- 1 **ONLINE**
shop.kelsey.co.uk/vww
- 2 **POST**
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,
VolksWorld Magazine Subscriptions, Kelsey Publishing Ltd.,
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG
- 3 **CALL OUR SUBSCRIPTION TEAM**
0333 043 9848 & quote offer code VWWP1016
Hotline open: **Mon - Fri 8am - 6pm**. Please note that calls are charged at
your local rate, for further information please check with your service provider.

*10% saving based on cover price of £4.20 per issue. UK Direct Debit print offer only.



JOHN BROWN WHEELS

Cornwood Farm, Napton Road
Stockton, Warwickshire CV47 8HU
01926-817444
Sales@johnbrownwheels.com

www.johnbrownwheels.com



Beetlelink
Since 89

info@beetlelink.co.uk
www.beetlelink.co.uk

Unit D2, Freymond Farm, Badshot Lea, Farnham GU14 9LR
Tel: 01252 326767



Evolution

For all your specialist servicing & repair needs by enthusiasts. Engine reconditioning. Full restoration services. Interior & parts. MOT service. New & second hand parts available. Pre-purchase examinations. Vehicles for sale.

Call: 01722 717570 or mobile: 07736 904232
www.vwevolution.co.uk

Volkswagen Evolution
Building 1, Homeland Security, Chiltern Salisbury SP3 5DU



MCJ PRODUCTS
com

UK Designed and Manufactured Billet accessories and
Woodrim Steering wheels for classic Volkswagens

Woodrim Steering
Wheels available in
a range of colours

Split Screen and Bay Window Products
Full range available online

USA Imported rust
free parts, vehicles
and accessories

Visa, Mastercard, American Express, PayPal

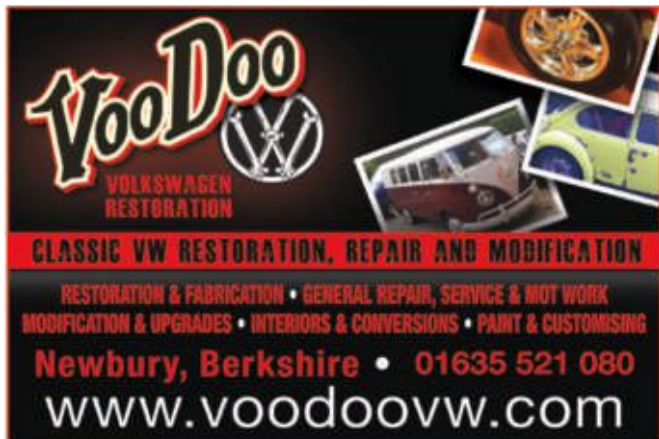
Tel - 0777 345 1674
Email - mcjproducts@yahoo.com
Web - www.mcjproducts.com



CCR
Classic Car Rebuilds

Restoration - Service - Imports - Parts

Hertfordshire, UK www.classicarrebuilds.com 01462 659 833



VooDoo
VOLKSWAGEN
RESTORATION

CLASSIC VW RESTORATION, REPAIR AND MODIFICATION

RESTORATION & FABRICATION • GENERAL REPAIR, SERVICE & MOT WORK
MODIFICATION & UPGRADES • INTERIORS & CONVERSIONS • PAINT & CUSTOMISING

Newbury, Berkshire • 01635 521 080
www.voodoovw.com



ABSOLUTE VW

the midlands leading air-cooled specialist
RESTORATION MODIFICATION SERVICING

routine servicing to project
managed restoration and
everything in between
...we've got it covered

for more information:
01332 814448
www.absolutevw.co.uk

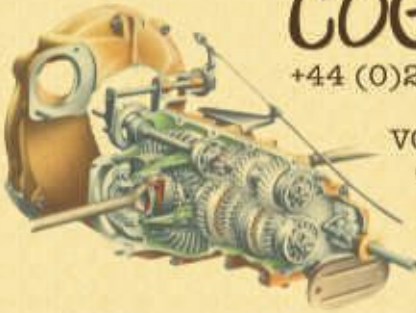
UNIT 4, WILLOW INDUSTRIAL PARK, WILLOW ROAD, CASTLE DONINGTON DE74 2NP

Show Winning Restoration and Paintwork
Servicing, Inspections and MOT's
Lowering and Mechanical upgrades
Modification and Fabrication
Auto Electrics, Split Charge Systems & 240 hook ups
Vehicle Valuations and FREE friendly advice
Between Nottingham & Leicester, please phone for directions

Johnson
AUTOWORKS

VW SERVICING-MODIFICATION-RESTORATION
tel 01509 889552
www.johnsonautoworks.com

COGBOX
+44 (0)2088422580
VOLKSWAGEN
GEARBOXES



www.cogboxtransmissions.com

RolloverJigs.com
AUTOMOTIVE HANDLING SOLUTIONS

For Cars & Commercial Classic Restorations

Call Tom 07969 681328 or
David 07828 912986

*We also sell castor kits
and shell dollies*



OVER 3000
SOLD!

ORIGINAL NUMBER PLATES

SLH 505F

BY "PEAK PLATES"

NON REFLECTIVE
PLATES NOW LEGAL
UNTIL JAN 75

BLACK / SILVER PRESSED ALUMINIUM - OB OR SQ £32 PAIR
BLACK / SILVER OR WHITE RAISED PEAK - OB OR SQ £34 PAIR
REFLECTIVE PEAK (POP 70'S PLATES) - OB OR SQ £35 PAIR
BLACK / SILVER PERSPEX REVERSE ENGRAVED - OB OR SQ £69 PAIR

NOTE:- ALL OUR BLACK BACKGROUNDS ARE ENAMELED AS ORIGINAL

PHONE STEVE AT PEAK PLATES ON 07475 672506
E.MAIL:- peakplates@outlook.com

PLEASE ASK ABOUT D.V.L.A. REGS

Barnfield Business Park | Church Lane | Etchingham | East Sussex | TN19 7AS
tel: 01580 819054 www.sussexkampers.co.uk

SUSSEX KAMPERS

T5 & T6 Conversions | Aircooled Restorations

- Poptop Roof Fitting
- R&R Beds
- Side Windows
- Heaters & Electrics
- Paintwork
- Customisations

Restoration Conversion Interiors

Official Fitter for:

Hilo, Austops, REIMO, Finance Available, BEBB, AIB, SMART, Pay Later

STEVENS VW DISMANTLERS

SPARES FROM 1985 ONWARDS

Dismantling all Volkswagen Models professionally Volkswagen always wanted

Mail Order Available
Drakes Lane Industrial Estate,
Drakes Lane, Boreham,
Chelmsford, Essex CM3 3BE

stevensvw.com

01245 362020

JGE
JAGGERS ENTERPRISES

TORKER 5J x 15
GEEBEE 5J x 15
RADER 5J x 15
KOZMIK 5J x 15

NEW

The professional choice for reproduction wheels
01889 504080 / 07770 660924
www.javaglobalenterprises.com

PARIS BEETLES CELEBRATING 25 YEARS IN THE BUSINESS.

T2 & T25 BUS PULLBACK SUNROOFS KITS

D.I.Y. Vinyl Sunroof Kits for T2 Splitties, Bays and T25, Fixed and Custom sizes from 2 foot to 8 foot long, **from £350**

BEETLE VINYL PULLBACK SUNROOF KITS

4 sizes of DIY sunroof kit available, **from £250**

BEETLE CONVERTIBLE KITS

Turn your Beetle Saloon into a fabulous convertible. **from £800**

EXPORTED WORLDWIDE Tel: 01277 823365
W:www.parisbeetles.co.uk E: info@parisbeetles.co.uk

VINTAGE SPEED

Roof Rack
Exhaust Systems
Sports Shifter

www.vintagespeed.co.uk

Dan SIMPSON, strokerd@hotmail.co.uk
contact between
9am-6pm on 01304 812741

bug • bus • ghia

Java
Est. 1994
Cars, Parts & Accessories

www.vwjava.com

01889 504080 or 07770 660924
STAFFORDSHIRE

www.**coolcampers**.co.uk
Classic VW Camper Sales 1951-79
Bournemouth 07979 726 763

Henley Beetles
A Complete Solution for restoration,
Customization and Servicing of air-cool
Volkswagen including Camper Van
Tel: 01189 403464
Email: Henleybeetles@gmail.com
www.henleybeetles.com

VW CAMPER CURTAINS LTD
Web: www.vwcampercurtains.co.uk
Email: curtains@vwcampercurtains.co.uk
Tel: 01202 454498
Mobile: 07764 984395
www.facebook.com/vwcampercurtains

CLIMATE & UNFOLD STORY for all types of Campers, Caravans, Canal Boats, Motorhomes, PUMPS and single or double (Homes) or motorhomes.
TRUCKS - CAMPERS - BUSES - BUILDINGS - DRIVEWAY SETS - AWNINGS -
Covers that feature in almost every style, HANDBAGS, WALLET, KEYS, FLOWERS, FLOWERS, CLOTHES, SHOES, FLAIR, BEACH HUTS, BUNNIES, SPLITTERS, CAMPER &
BEETLE FABRIC and more! Please check out website & email us for the FULL story!

SSP WHEELS
STREET-STYLE-POWER
sspwheels.com

WHATEVER YOUR VOLKSWAGEN PROJECT, WE CAN HELP.
01273 444 048
VWHERITAGE.COM
vwheritage 

Danbury MotorCaravans
THE UK's largest
VW camper van dealer!
Call 01454 310000
www.danburymotorcaravans.com

seats, interiors, canvasses and panels for VW's Based in Bournemouth
Totally Trimmed
-Auto Trimmer
Katie Martin t. 07900 892362 e. totallytrimmed@yahoo.co.uk

CHRIS GILLEY BEETLES STOCKPORT
VW Type 1 & 2 Specialist
0161 439 2819
chrisgilleybeetle@btconnect.com
www.chrisgilley.co.uk

Khyam **Motordomes**
The **Original Quick Erect** Campervan Awnings.
UNRIVALLED PITCHING AND STRIKING **SPEEDS**
THAT **INFLATABLES** SIMPLY **CANNOT MATCH!!!**

Scan here to view the winning pitching speed / erected and ready for pegging in under 30 Seconds at VolksWorld 2015 

Motordome Tourer
Motordome Classic
Motordome Sleeper 380
With all the benefits of the original Sleeper, the 380 offers a substantially increased living area, full length panoramic Windows and still fits on a std pitch

NEW 2016

If **Inflatable** is definately the way for **you** then we do these **too!**

Aerotech 4XL
Aerotech 4

Scan to Checkout just how quick our Motordomes are against like for like Inflatable options 

Check these and more @ www.khyam.co.uk or call **0800 644 4401**
Buy Direct and save **£££'s** with Promo Code **VWCBSEPT16**
Valid until 30th Sept 2016 - whilst stocks last.

VOLKS WORLD FREE ADS

Email: cars@kelseyclassifieds.co.uk

Tel: 0906 802 0279

Fax: 01959 541400

**FOR MAXIMUM
IMPACT, INCLUDE
A PHOTO WITH
YOUR AD**

Photos are printed free but
cannot be returned. We can
only accept one advert
per reader per issue.

(Calls cost 65p per minute, plus your telephone companies access charge. For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.)

Or complete the coupon below and post to: VOLKS WORLD FREE ADS, KELSEY MEDIA, PO BOX 13, CUDHAM, WESTERHAM TN16 3WT

**Reach a dedicated audience of VOLKSWAGEN ENTHUSIASTS by placing your advertisement here
- for FREE! You can include a colour photograph and we'll run your ad for up to TWO ISSUES!**

CATEGORY:

- ☐ FOR SALE ☐ WANTED
☐ VEHICLES ☐ PARTS ☐ MISCELLANEOUS
☐ SERVICES ☐ LITERATURE & INFORMATION

ADVERTISER DETAILS:

NAME:

TEL:

EMAIL (OPTIONAL):

ADDRESS:

TOWN:

COUNTY:

POST CODE:

COUNTRY:

* INCLUDE INTERNATIONAL CODE IF OUTSIDE THE UK

ADVERT DETAILS:

PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION

MAKE / MODEL:

YEAR: PRICE:

MAIN TEXT (NO MORE THAN 30 WORDS):

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Ad Contact Number:

PRIVATE ADVERTISERS ONLY MUST SIGN HERE

(The goods advertised are
not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales team on 01733 353353.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey

- Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, we/our partners may contact you about products/services to be of relevance to you via direct mail, phone, email and SMS. You can opt-out ANY time via email data.controller@kelsey.co.uk or 01959 543524.
- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

BEETLES FOR SALE

1303 S



1972, £5,000 ono. Porche blue. Good condition. Garaged. No MoT. Needs some TLC. Owned for 6 years. Reluctant sale. Due to bereavement. Staffordshire. 07799 577832 (LH)

BEETLE

1972, £2,250 ovno. True Rat Rod, MoT January 2017, 1641 engine, Adj front axle, Adj shocks, many other bits added, unique, phone or text. Norfolk. 07708 601114

BEETLE



1972, £6,000 ono. Good condition, drives well, alloy wheels, alarm, new floor pan fitted in 2010, have owned for the last 12 years, MoT till November 2016, reluctant sale. Staffordshire. 07895 675997

BEETLE



1973, 15,601 miles, £4,000 ono. Front disc brakes. Service history. SSP alloy wheels. Acquired car 26/1/88. M.o.T needed in September. Kent. 01959 533674 (LH)

BEETLE 1200CC



1972, £1,200. Recommission 2/12, mileage at 9861 now 11,741-4, clean/good runner but no wipers: Minor float somewhere, need space for project, tel after 60m w/ends. Cambs. 01945 419062

BEETLE BAJA



1973, £3,650. 1600cc, tax exempt, long MoT, big wheels, part chrome engine, racing seats. A real head turner, very clean car, sounds good, big bore exhaust. Dorset. 07809 566160

CAMPER VANS FOR SALE

1:76TH SCALE CARS/VANS

£10. Two Ford, four VW (Fiesta/Capri), Beetle, Samba Minibus, Type 2 (bay window) & Transporter pickup, price incl p&p, ideal for model railway layouts. W Mids. 07580 129891

BAY



1972, £30,000. UK registered September 1972, rhd, owned since 1999, ATT oak interior 2014, engine uprated to 1776cc 2015, power steering, tracker, alarm, ss roof rack, air awning, many receipts. North Yorkshire. 07990 707771

CAMPER VAN

1973, £15,250. Full body respray, engine rebuild, new tyres, battery, etc. No driving medical so has to go, will get MoT. York. 01757 288344 (HR)

CRAFTER MOTORHOME



2010, 63,250 miles, £29,950. 2.5ltr blue TDI, 6 speed, MOT'd January 2017, Fully insulated, Cream leather interior, fixed double rear bed (5'9 long 4 wide), Removable dining table, both front captains seats have swivel bases, 240V hook up, full cooker with separate oven and grill and 4 hobs, Wet room with cassette toilet wash basin and shower. Bristol. 07977 233546 (HR)

SPLIT 'AIDA'



1964, £36,000. VW 1600 twin 40's, new clutch & gearbox 09, stainless exhaust, lowered, safaris, Camper shack interior, huge music, sat nav, original fitments, plus original set of fuch, awning, receipts, professional valuation, 12 months MoT. Saffron Walden. 07076 403021 (HR)

SPORTLINE



19,000 miles, £30,000. One of ABCrusher Panelcraft's Prototypes. Very high spec full Camper conversion. Kent. 07971 054534 (HR)

T2



2015, 5,291 miles, £44,950. This camper was purchased as one for the very last T2's to be spec'd out by Danbury motors. It is a 5 seater, 4 berth model with loads of extra's including, Sat Nav / TV / DVD / reversing camera, USB connector / charger, upgraded steering wheel, side step and front roof rack but to name a few. 07717 495374 (HR)

T4

1992, £4,250 ovno. J reg, very good condition, 9 months MOT, low mileage, drives very well, selling due to ill health. Portsmouth. 07979 685971 (HR)

TYPE 2

13,277 miles, £7,000. It is an original classic. The registration is MNB 413G. MoT is due on September 10, but it has recently received a lot of attention including a new battery. North Yorkshire. 01423 869406 (RA)

VW T5 CONVERSION



£18,000. Comes with rock and roll bed, certificated gas hob and sink, 12 and 240 volt electrics, front passenger seat swivels. Electric windows and front fog lights. Gutter rail fitted for drive away awning, lowered suspension and 20 inch low profile alloys, a very comprehensive log of all maintenance. Ebbw Vale. 07854 449476 (HR)

VW CAMPER VAN TYPE 2



13,277 miles, £7,000. RHD, it's an original classic. The registration is MNB 413G. The MoT is due on September 10, but it has recently received a lot of attention including a new battery. North Yorkshire. 01423 869406 (RA)

VW DEVON CAMPER VAN



70,000 miles, £20,000. Opportunity to own a Near original classic very few examples left, RHD, Honest excellent all round condition, seeing is believing this is not a time waster, a one off must be seen up close to appreciate. 01460 66681 (HR)

VW T2 CROSSOVER



1972, £14,495. New MoT, free road fund license 3/4 Rock-n-Roll bed, 2 bunk beds sink + cooker, drive-away awning. Bristol. 07757 012580 (RA)

VW T25 WESTFALIA VANAGON



£7,995 ono. Original Savannah beige (gold) metallic. 1.9 Digijet engine (DH code), reconditioned with approx. LPG 34MPG. Years MoT, Drives beautifully, cared for and used as a daily driver with long distance holidays taken! Full description on request. Wiltshire. 07525 134993 (HR)

VW T5



2006, 179,000 miles, £14,995.

Camper with rear rock and roll bed with seat belts, so 5 seater. Colour changing lights, LED front side lights, reversing camera, Bike rack, Chrome roof rails and roof rack, Chrome side steps, Bluetooth, usb port for music, dvd player, loads of storage, Fold away table, leisure battery with mains hook up, rear sockets. South West. 07985 216163 (HR)

VW T5 CAMPER



96,000 miles, £12,499. Lots of history, Rock n roll bed, Smev sink & hob, leisure battery, elec hook up, 12v lights inside, leather seats. Devon. 07808 523348 (HR)

VW T5 OLD SKOOL CAMPER



137,000 miles, £18,500. T30 130 camper with custom interior, Poptop, Swivel seats with half leather upholstery throughout, Fully adjustable Air ride, Banded steel wheels, Cooker, Sink, Fridge. Side Awning. Interior fully painted, Pack away magnetic curtains, lots of storage under dinette seating/bed. Portsmouth. 07775 920157 (HR)

VW TYPE 2 VIKING



1976, 35,000 miles, £17,500 ONO. Restored VW Viking 1600, all new panels, doors, wheel arches, outriggers and much more. New roof Canvas, orange and white vinyl seats and front door cards, cab headliner, insulated throughout. MoT till September. Paxton. 01289 386720 (RA)

VW WESTFALIA CONTINENTAL



1972, 78,400 miles, £22,000.

Excellent condition. UK registered Dec 72, been in the same family since new. Right hand drive, with new 1.6 engine, fitted, June 2010, also underside/brake restoration completed same time. Always stored in garage. Cornwall. 07967 977025 (HR)

WESTFALIA T2



1978, 4,000 miles, £16,995 ONO.

Screen original interior classic colour immaculate condition just re sprayed Goldseal engine with done 2 litre flat four engine with twin carbs goes like a rocket. Full documented history genuine reason for sale. 01437 532361 (HR)

OTHER MODERN VWs for SALE

GOLF CABRIOLET



1995, £1,795. Tornado red with immaculate contrasting black cloth interior electric hood & windows PAS nice original condition. 01652 678417 (RA)

GOLF MK1

£850 ovno. Project not touched engine at all, innerwing has gone and strut has come through, wheel arch gone and sill along with one torsion mount on rear axel gone, great interior, rare car. whatinthepunk@gmail.com (LH)

GOLF MK2

1990, £1,250. Tornado red. Brand new MoT. Standard car. 1.8 carburettor. Runs and drives well. Only for the enthusiast. Northamptonshire. 07941 803765 (after 6 pm) (RB)

VW CADDY PICKUP MKII

£1,250. Little work for MoT, dark blue, 1.9 diesel, in very good order, offside wing needs some attention but nothing serious, telephone for details. Herefordshire. 07976 268273

VW TYPE 2



1973, £15,000. 1700 cc petrol, air cooled, tax exempt RHD, loads of history. West Yorkshire. 07464 942023 (LH)

PARTS & ACCESSORIES FOR SALE

GARAGE CLEARANCE

Kingfisher eng + gearbox = ex boat 1 gen chi - 395-5 r.signals 1 pelter PH1 7HP ex dumper. 1 danarm chain saw + other bits and pieces. All open to sensible offers. Wilts. 01380 840109 (RA)

RANGE ROVER

1986, £30. LH Rear lamp lenses RH front side & flasher lamp, LH front bumper end door lock motor new 7 pin sockets. Norfolk. 01238 700426 (LH)

VOLKSWAGEN

£50. Bonnet, good condition, (TVW5) tow bar, VWT5. New VWT4 rear suspension/ disc brake. East Yorkshire. 01377 790080 (LH)

VW BEETLE

1961, £68. Steering box, never used still in box. TRW VAG ref 111415 061A. LH/RH TI/T3. (Not 1302/3). Warwick. 07874 263632 (LH)

MISCELLANEOUS FOR SALE

2 HOLIDAY CAMP CAR BADGES



1940, £100 pair. Butlins Car Club and Maddiesons Holiday Camp Limited Rally Winner. Surrey. 07968 659967 (RB)

AUTO BOOKS

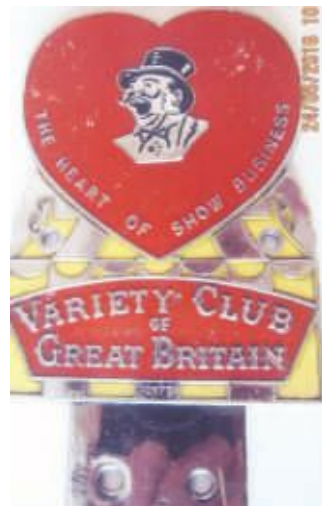
1968, £20. Volkswagen 411. 411LE. Owners workshop, Manual. Durham. 01325 313984 (LH)

BUMPER HYDRAULIC JACK



1920, £40. In good clean condition. Made by Eversure of Birmingham. Very rare. Durham. 07940 702604 / 01325 487809 (RB)

CAR CLUB BADGE



1950, £60 inc p&p. Variety Club of Great Britain, The Heart of Show Business. Size 122mm x 70mm. Surrey. 020 8399 7541 (RB)

GOLF DRIVER 1.6 MK2



1991, 117,000 miles, £3,500. Black, cool-looking car, Minor knocks and scratches, but in excellent condition for its age. June MOT, regularly serviced, looked after, and in excellent working order. London. 07952 985212 (RA)

GOLF MK2 1.6CL



1989, 35,800 miles, £3,250 ono. Auto with PAS and factory sunroof. MoT March 2017. Family owned for 25 years. 24 service stamps and almost every invoice. New tyres and recent cam belt. Original unrestored condition. Looks like it has just left the showroom. Interior unmarked. Derbyshire. 07712 647923 (HR)

HOT ROD MAGAZINES

1967-1963, £50. 21 editions, good condition. Somerset. 01460 30938 (RA)

The Schwimmwagen

One of the most versatile Volkswagens ever was the Schwimmwagen. If its driver ran out of land, it could just jump in the water instead

Words
Richard Gunn

B

eetles are famously almost as good in water as they are on land, or so the popular rumour goes. That air-tight design has allowed more intrepid owners to pilot them across rivers, lakes and seas. Albeit with a little modification beforehand. A

little cavity sealant can go a long way...

But the vehicle that started the trend of splashing around in Volkswagens was the Schwimmwagen. Although it was born into an era when the need for an amphibious Beetle-based machine was more for necessity and survival than mere fun.

The call for an aquatic VW went out in 1940, after the Kübelwagen – Germany's equivalent of the US military Jeep – had been developed. The Schwimmwagen was based on the Kübelwagen, which in turn was based on

the fledgling Beetle of course. Ferry Porsche, the son of Ferdinand, was put in charge of the project, with the Porsche

“[it] had one major advantage over any other Volkswagen”

Design Bureau's talented engineer, Erwin Komenda, responsible for the rotund body.

So, just how did the Volkswagen learn to swim? Well, Komenda created what was effectively a motorised boat with a pressed steel tub. There were no doors to let water in, while power off-land was provided by a propeller at the rear, which could be swivelled downwards to connect with the engine's crankshaft – something that wouldn't have been possible without the Volkswagen's rear motor design. The front wheels did the steering both on water and on land, meaning, rather handily, no need for

a separate rudder. Out of the wet stuff, the Schwimmwagen had one major advantage over any other Volkswagen – it was four-wheel drive. Top speed courtesy of the 1130cc 25bhp engine (which lived in its own watertight compartment) was 50mph, but this dropped to 6mph when the Schwimmwagen went, er, swimming. By happy accident, it also turned out to be



^ It was probably best not to get too close to a Schwimmwagen when it was reversing with its propeller in place

> Schwimmwagen trials. It was the ability to do tricks like this that made the machine so useful



pretty good on frozen water too – its smooth underside meaning it could neatly skid over snow, given enough momentum. Of course, that it had no heating system didn't make 'skiing' in it tremendously enjoyable, especially not on the Eastern Front.

^ The very versatile Schwimmwagen, happy on land or lakes

Trials commenced in late 1940, with full-scale production underway by the autumn of 1942 (by which time the original body had 40cm chopped out of it to make it more manoeuvrable). So if you ever see one in a war movie set before then, somebody hasn't done their historical research properly. The Type 166 – its official designation – was only built up until mid-1944, by which time World War II was starting to get distinctly difficult for the Nazis. But in that time, 14,283 were built, with most of them emerging from Wolfsburg.

Chief role for Schwimmwagens was reconnaissance, but they also served as ambulances, command cars and even assault vehicles, despite having little armour. No armament was carried as standard, but there were two rifle racks, the rear seats could be replaced with ammunition storage and a heavy machine gun could be mounted up front. Truly an offensive Volkswagen. Some were fitted with sirens – just for that little extra touch of terror when descending on the enemy. And speaking of the Allies, the British, Americans and Russians all used captured examples for their own purposes, and were impressed by their capabilities – although the Americans, naturally, reported that a bit more power would be nice. Still, the very light weight of the Schwimmwagen compared to the Jeep – 725kg vs 1,113kg – meant it was able to make the most of what it did have. And Jeeps sunk.

After the war ended, any serviceable vehicle in Germany was handy, and the go-anywhere capabilities of the Schwimmwagen in a shattered country made it especially useful. Many went onto rather more peaceful lives as civilian and agricultural transport, especially in remote areas. That they could be mechanically repaired using parts from 'ordinary' Volkswagens, which started their unstoppable spread through the world from the late 1940s, undoubtedly contributed to several hundred Type 166s surviving.

The Schwimmwagen was another example of the Volkswagen philosophy that worked so well elsewhere: all delightfully simple with no over-complication but tough enough to get the job done with the minimum of fuss and bother. And with a certain design flair that made it instantly recognisable. Sound familiar? ■

Cip1
 FAST & AFFORDABLE
 SHIPPING

World's Largest Vintage VW Inventory!

We only sell what we can ship. No backorders.

For Australian customers, reach us
 at our Australian toll free number
 1-800-628-596

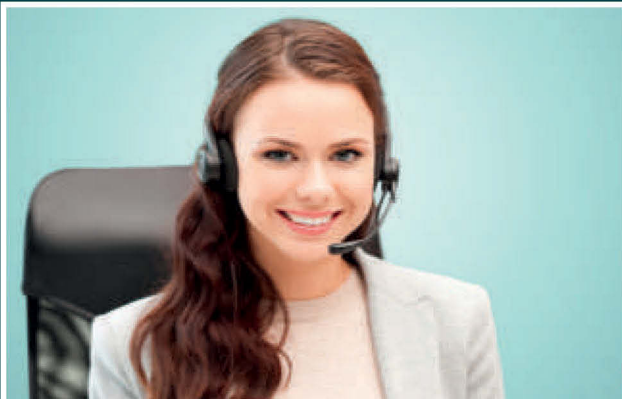
JP-Group als

EUROMAX™



5-7 Day International Shipping!

See website for full details.



#1 Customer Service and Technical Support

We provide the best Customer Service &
 Technical advice in the classic VW Industry.

Featured Items

811 FUCH Style 5 Spoke
 15" or 17" Wheels

Search: FUCH



Metal Logo Cap
 Search: 6602

Many Finishes Available!

From: \$99.99/ ea



VW Vintage
 Postcards
 Search: 9800

Mechanical Distributor
 Search: D71826



Fitted Car Cover
 Search: 100-010



Electronic Speedometer
 Search: EES9

Electronic Ignition
 Search: 1847



We keep over **10,000** different part numbers in
 stock at our **100,000** square foot warehouse!

Toll Free: 1-800-313-3811 from USA and Canada
 Australian Toll Free: 1-800-628-596
 Local Phone: 1-604-946-0398 (Long distance charges may apply)
 Toll Free Fax: 1-877-811-5111
 Local Fax: 1-604-946-0165



Image supplied by
JK Team Member, Megan Cave



Start your journey with Just Kampers.

Restore it, Insure it, Enjoy it.

At Just Kampers we are with you every step of the way on your VW's journey. From restoration and servicing, to insuring and customising, we've built up the experience and reputation over 26 years needed to make us your first choice for all things VW.

Parts & Accessories

Engine

Gearbox & Heating

Bodywork & Seals

Steering & Suspension

Brakes

Interior

Electrical

Accessories

Camping

Freephone for Insurance

0808 2781099

justkampersinsurance.com

For Parts & Customer Service

0345 1266266

justkampers.com

Authorised and regulated by the Financial Conduct Authority